



messing about in BOATS

Special Features This Issue
ACA Sailing Canoe Nationals
Evolution of the *American Flyer*

Volume 13 - Number 18

February 1, 1996



1015.305
M585



Volume 13 - Number 18
February 1, 1996

Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian & overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by International Postal Money Order.

Address is 29 Burley St., Wenham, MA 01984-1943.

Telephone is (508) 774-0906, 8-5 weekdays, no machine.

Editor & Publisher is Bob Hicks.

Production & Subscription fulfillment by Office Support Services.

In Our Next Issue...

There'll be most of the articles promised that didn't fit into this one.

Ed McCabe's "Multi-Oared Rowing is Alive & Well" will be supplemented by Jim Thayer's "Madisonville Wooden Boat Festival" for events coverage.

Ruth Larkin's "Under the Bridge" and Tom Carter's "Had to Paddle the Pass" will be backed up by Bob Gerfy's "At Peace in the Wilds" in the adventures category.

Jack Moore's "Keelboat to Coastal Cruiser", George Fulk's "Another Bolger Skiff", and Joe Thompson's and Tom Pichieri's reports on what's happening in their "Hogtown Bayou Boatworks" and "Clarksville Watercraft" boatshops cover the projects.

For designs Jim Michalak brings us "Four New Boats", Phil Green describes his "British Indian Canoe", and Joe Thompson details his "Hogtown Bayou Rowing Trainer Kit", with Phil Bolger presenting a "22' Leeboard Cruiser" and Ken Currie offering up "Some Small Size Amateur Trimaran Designs".

Safety subjects, a book review, and your letters and suggestions on how things can be done should occupy the usual spots.

On the Cover...

Canoe sailing is but a faint shadow of what it once was almost a century ago but there are those who still love it. Art Davison is one of them, and his photo of close action rounding a mark at the 1995 national championships graces our cover this issue, with his full report and more photos elsewhere in this issue..

Commentary...

While finishing up the odds and ends of this issue preparatory to writing my commentary I was over at the printer making some photocopies. The printer is actually the print shop contained in one of the Staples Superstore office supply outlets, this one only three miles from me. I use their copy machines a lot, just about daily. The young man who runs the print shop, and who, with his helpers, has done a nice reliable job for me at an affordable price since I took the job to them about a year ago, came out while I was at the copy machine and said he needed to speak with me.

"Uh, oh," I thought, probably he's going to tell me that the price is going up. That's what happened a year ago at the previous printer, when I got a one issue advance notice that there was going to be an 18% price increase, which occasioned my soon taking the job to Staples.

Worse. I was told that the print shop was closing the end of January. A one issue notice to go find a new printer. Apparently this was a decision that came down from corporate headquarters from bean counters looking at computer screen read-outs of 1995 earnings vs. projections. It seems the print shop, while doing very well with no advertising at all, didn't reach the earnings level that had been preset for it.

Well, once again the edge. Still, not as bad as four years ago when delays in hearing from the printer of that time as to when I could pick up my latest issue led me to drive over to find out in person what was going on. I found the place locked up, foreclosed by a bank, with my job locked up inside! It took a while to get it rescued and moved to a new printer. Such is life in the small business world.

I'm telling you this so you will understand why this issue may be later than usual. With an every two weeks schedule there's not much time to go out and find a new printer between two issues who meets all the needs, like being interested in doing the job, being able to live with the schedule reliably, being affordable, and being credible when and if agreeing with me that they can and will meet all these requirements. I gotta hustle.

Printers are a dime a dozen, printing is collectively one of the biggest employers in Massachusetts, but split into thousands of shops from one man entrepreneurs through the proliferating chains of instant printers on to the commercial trade press and then the big time large scale guys. How to find the one I need amongst them is not simple.

Messing about in Boats is too big a job for the one man shop to handle and way too small for the big time volume printers to be interested in. The instant printer chains are not geared to the need for reliable twice monthly production, and are too high priced when they want to bid on the job. I have dealt over the years with my various publications mostly with the commercial printers who typically employ 25-100 people and do all sorts of printing work. Amongst these, prices quoted vary wildly over a range of three or four to one, that is one guy will quote \$1,500, another \$4,500. Same job.

So, when you get to read these remarks, hopefully not too much later than usual, you will be looking at a magazine printed by a new printer. This may possibly result in some change in its appearance. For example, when I moved to the Staples print shop last year, the first issue they did for me, March 1st, was on thinner paper than we normally used. This was fixed for the next issue and thereafter. Look at this issue with this in mind and if for any reason it has come out less than satisfactory to me, count on it that I will get its it right.

As long as I am on the subject of how this business works and thus affects the magazines you get more or less regularly twice a month, I might as well again discuss a couple of the most recurring problems with the mail delivery.

Slow Delivery: We mail 3rd Class bulk for reasons of cost. Presently this is 27 cents per issue. This mail gets last attention in transit. Delivery can range from 3 or 4 days to 3 or 4 weeks, depending on where you live and how the mail is handled that goes to you. All the magazines leave here in one mailing, 47 sacks to the various required postal centers. What happens after I leave these at our post office is in the hands of the U.S. Mail.

Example: We consistently get first renewal orders from New Hampshire readers, sometimes within a few days of mailing. But New York and New Jersey readers get magazines 2 to 3 weeks after we mail them.

No Delivery: Amongst the 4,300 copies that go every two weeks are a few that do not get to you. They disappear in the postal system. We don't know this until you call about it. Where do they go? Who knows? Do they fall off a conveyor in a sectional center, get left in a mail sack which goes back into the system, get left on the floor when a sack is dumped out at one of several stops some make enroute to you? We replace the missing issues when we hear about them.

You Move: About 15% of our subscribers move during their subscription term. Few bother to let us know their new address under the assumption that their former post office forwards all their mail for a year or so. Wrong. Third Class does not get forwarded, it gets tossed into the trash at the former post office.

We have an "Address Correction Requested" notice printed on each issue. Your former post office sends us your new address eventually, anywhere from 2 weeks to 2 months after that issue was tossed out. We pay \$.50 for each such correction. In the interval between your moving and our learning of your new address, a couple of more issues may go to the old address to be trashed and eventually a couple of more of those \$.50 corrections come back.

Quite often in the interim you call up and ask why you're not getting your magazine. And you are surprised when I tell you all this. We send you the issues you missed even though it is not our fault you did not get them. So please let us know when you move!

Despite these glitches I still think it remarkable that just about every copy we mail gets delivered within 5 to 25 days.

PLYBOATS® 2.01

SOFTWARE FOR THE DESIGN OF SMALL BOATS

NOW WITH METRIC

At Any Time Change Dimensional Units To:
METRIC, DECIMAL INCHES OR FEET-INCH-8ths

Retains All of the Features of PLYBOATS® 2.0

- **Draftsman's spline curves**
- **Sheer, 2 chines and keel**
- **Design up to 100 feet length (30.5 meters)**
- **Graphic views (10)**
- **Painted views (4)**
- **Bulkhead dimensions at any location**
- **Instant calculations of:**

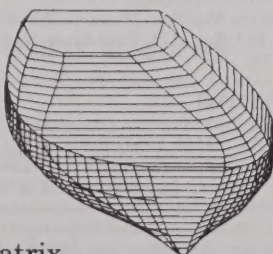
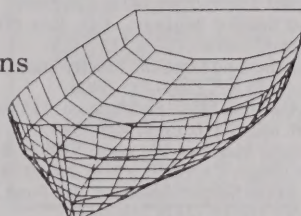
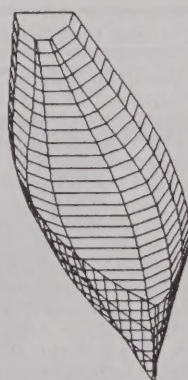
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

- **Prints out:**

Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs

- **Printer support:**

Laser or ink jet
Epson or IBM Proprinter dot matrix



- **Sail rig design:**

Sail graphic
Jib + two masts
20 sail types
Bowsprit
Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)

.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

- **Modeling:**

Scale up or down .01 to 10X
In model scale do:
Table of offsets
All .DXF files
Plywood layout
Bulkheads

- **Compatibility:**

286, 386, 486, Pentium
1 megabyte RAM minimum
Runs in DOS
No co-processor needed
1.44 meg hard disk space minimum
VGA monitor preferred

- **PLUS A 116 PAGE MANUAL THAT EXPLAINS IT ALL •**
- **DISK INCLUDES OVER 80 DESIGN EXAMPLE DATA FILES •**



PLYBOATS® 2.01: \$145.00 • UPGRADES: 2.0 TO 2.01 \$5.00 • 1.0 TO 2.01 \$40.00 PLUS SHIPPING
SHIPPING: U.S. \$5.50, CANADA \$8.00, OTHERS \$12.00 (CA residents include tax)

RAY CLARK ENTERPRISES

5861 Woodboro Drive, Huntington Beach, CA 92649

VOICE (714) 840-7284 • FAX (714) 840-7284

ANTIQUE & CLASSIC BOATING

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

Independence Seaport Museum, Penns Land-

Happenings '96...

There'll be a lot happening out there messing about in boats in 1996. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

In this issue I am listing all those organizations (and individuals) I have knowledge of in several categories. If you are looking for events and activities that pertain to your own special way of messing about in boats, look up that particular heading and see who is listed. Then contact those of interest to you directly for details of their 1996 happenings.

ing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RRI Box 457, Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC. (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Association, 23 Stratford Rd., Seekonk, MA 02771.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714)

848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Sebagus Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

New England Museum of Wireless & Steam, Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-1710.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Russ Kanz, 5232 U St., Sacramento, CA 95817. (916) 736-0650.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.



ALDEN OCEAN SHELL & STAR:

APPLEORE POD

MAAS AERO & 24

TRINKA 8, 10 & 12 DINGHIES

EASTERN 18 COMMERCIAL OB

BRIDGES POINT 24

THULE RACKS

ROWING INSTRUCTION

55 Spicer Ave., Noank, CT 06340

(203) 536-6930

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867

OUT-OF-PRINT

NAUTICAL BOOKS

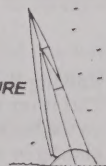
+ SOME AVIATION AND ADVENTURE

Send for Listing

MILL CREEK BOOKS

P.O. Box 380, Topping, VA 23169

(804) 758-0858



There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

Shirts featuring original drawing and quotation from *The Wind in the Willows*.

Heavyweight 100% cotton

Natural color T-shirts

Short sleeve T \$15.50

Long sleeve T-shirt \$21.00

50/50 Gray Sweatshirt \$25.50

Sizes M,L,XL - Shipping \$3.50

The Design Works

Dept MA, P O Box 880
Silver Spring, MD 20918

CAPE ANN
PORTABLE
AFFORDABLE
BOATS
SMALL CRAFT

GLOUCESTER, MA
508-281-6530

KAYAKS

CANOEES

SAILBOATS

PRAMS

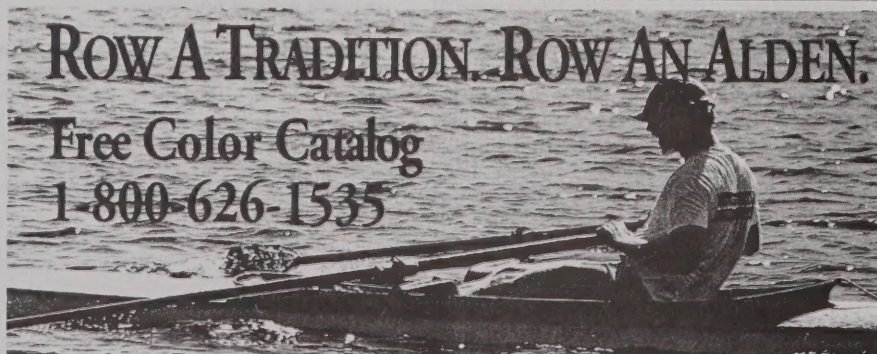
SKIFFS

DIRECTIONS: TAKE ROUTE 128 TO GLOUCESTER
TAKE LEFT AT STOP LIGHT (EASTERN AVE)
GO ONE MILE - TAKE LEFT ONTO POND ROAD

ROW A TRADITION. ROW AN ALDEN.

Free Color Catalog

1-800-626-1535



Alden Ocean Shells

Open Water Rowing Experts For Over 20 Years • P.O. Box 368G • Eliot, ME 03903

You write to us about...

Your Experiences...

Tribute to John Gardner

I enjoyed your pleasant, well-deserved tribute to John Gardner in the December 15th issue. I never met or saw John Gardner but I do recall an article of his in the *Fisherman* way back in the '60's.

To the best of my recollection he was the first to call attention to the possible hazards attendant upon the regular, casual use of the new man-made materials which were about to virtually take over the boat building business. The article which I recall was a well-reasoned and apparently well researched summary of the characteristics of these materials and recommended the care with which they should be handled.

Reading his obituaries has made me understand more fully the breadth of a man I knew so little about despite the influence he exerted upon those of us who love messing about.

Joseph Tamsky, 241 Sisson Rd., Harwich, MA 02645.

How Things Are in Greenland

I would like to correspond with any readers who might be interested in how I am finding things here in Kullorsuaq, Greenland, on the southern edge of Melville Bay. The last day the sun rose over our local horizon, an island four miles to the south with a 700 meter ridge on it, was October 30th.

It has been below freezing since the end of September but the water is still open. I folded away my Klepper in mid-October as I assumed the water would be freezing over at that time. I find now in mid-November that this is not an unusual year. In some areas in Melville Bay near the icecap, sea ice can now be found because of the different water circulation pattern, less direct exchange from the west Greenland current and the larger amounts of freshwater coming off the icecap.

September ushered in some of the typical fall weather with wind and snow but this area does not have the stronger winds and number of storms that Upernavik has. I would not have believed that it is still possible to go kayaking at this latitude in November. My prior experiences in King Oscar's Fjord, Pond Inlet and Arctic Bay on Baffin Island were of a much shorter season ending in late August.

Interested readers are invited to write to me air mail. The information I can provide includes travel access, camping conditions, the nature of the people, weather conditions, kayak choices, launching conditions, and suitable equipment recommendations.

Gail Ferris, c/o Hans Nielsen, Scholen Kullorsuaq, 3962 Upernavik, Greenland.

Gone Until April

We will be returning to the Bahamas again this winter and so will be unable to fill orders for the plans for Matt Leyden's Paradox until we return in April. Interested persons should wait until that month.

Dave & Mindy Bolduc, P.O. Box 14833, Greensboro, NC 27415.

Maintaining a Boat Fund

Since relocating to New England from Iowa some eight years ago I have been dreaming and scheming in hopes of getting out on Narragansett Bay in my own sailboat. The funny thing about dreams and schemes is that, for me at least, they always seem to take a back seat to food, shelter, and clothing.

Kathy started a boat fund for me on Christmas, 1987 by presenting me with a crisp \$100 bill and a note promising that some day she would learn to sail. Kathy grew up in rural Iowa and had no opportunity to mess about in boats; I, on the other hand, grew up in Greenport, Long Island and on Peconic Bay and always had access to a leaky rowboat or my father's home-built kayak. The boat fund grew by fits and starts until November 1989 when it became the house down payment fund.

Since 1989 there have been a proliferation of various funds with catchy but dreamsquelching names like, "the roof is leaking on the freshly plastered ceiling fund"; "the garage door is falling apart fund"; "the I can't fit into my college graduation suit anymore fund"; and the ever popular "the bottom fell out of the water heater fund".

After an August 1994 trip to Southwest Harbor and the Wooden Boat Show we started another boat fund. So far we haven't tapped into it for any unforeseen household calamities, and the balance is growing almost exponentially, what with almost weekly infusions of cash from pantyhose and flashlight battery rebates and the like. In hopes of sailing my own boat before the turn of the new century, I've been praying for the continued health of the refrigerator compressor and the boiler.

David & Kathleen Wiggins, Providence, RI.

Raising Sail

This is my strong white wing holding me aloft on the backs of foam capped green giants, gliding in silent ripples, reaching for the end-of-day haven of rest. A miraculous web of fibers, a sailor's sinews sewn together with ancient skills in touch with all my journeys.

This is my strong white wing caressing me in quiet hours when storms are wispy memories and soft air is all my craft has to hold to in tidal streams as smoky dreams take on the flavor of drifting days without cares intruding where strangers have no place to run to.

Chris Kleinfelter, Myerstown, PA.

Sebago Getting Attention

Thanks for listing our Sebago Canoe Club in your "Happenings" section. We have gotten quite a few calls from it.

Gus Schultheiss, Richmond Hill, NY.

Your Boats...

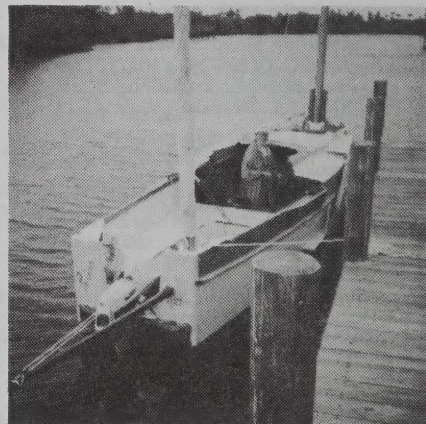
My Pelican is a Martha Jane

This photo shows Kathy McClure tying up my *Pelican* on the Indian River lagoon in Fort Pierce, Florida, from where I charter her.

Pelican is a Bolger Martha Jane design from Common Sense Designs. Easy to build, she is a wonderful boat for these shallow waters, she tacks, gybes, steers and sails marvellously and is very comfortable aboard.

I trailered her to the Finger Lakes in upstate New York for the summer and had a great time.

John Bartlett, 3485 Old Dixie Hwy, Fort Pierce, FL 34946, (407) 465-8961.



Your Projects...

Building for Someone Else

The completed hull of my Birdwatcher is presently sitting under a tarp while I build a boat for someone else. Yes, someone is paying me to build a boat. I must be living right!

Tony Groves, 11070 Davis St., Moreno Valley, CA 92557.

Still Work in Progress

Your recent commentary about your many unfinished projects could just as well describe my own list of things I have, or want, to do. The items differ but the list seems as long. Now the current series on trimarans has aroused my interest in these boats at a time when I do not need further distractions.

More than two years ago I started building a small dory designed by Eric Risch. It is still "work in progress". I have a perpetual schedule to get this boat launched "by May 1st." There is a good chance that this coming May 1st could be the one.

The hull is complete and in the process of being painted. I had thought to build a pair of oars from an article in a past issue but the way that progress is dragging I'll probaby not get to it. I do intend to make a sail from polytarp after reading about this in several past issues.

As you can see your magazine has been an important reference during this project and actually provided the original motivation to begin it in the first place. Thank you.

Edward Aho, S. Berwick, ME.

2600 Miles West of Gloucester

Here are two Bolger designed Gloucester Light Dories under construction over 2,600 miles west of Gloucester! They are being built by Tim Frein (right) and Mitchell Gantz in Los Osos, California. Both are members of that illustrious and intrepid Baywood Navy ("We don't sail in water deeper than we can stand in!").

Although these boats are traditional at this point, as a transplanted New Englander I may have to report that they might get a "California Twist" on the final paint job. At a recent southern California small craft messabout I saw a restored Beetle Cat with a violet colored sail yes, purple!

If Old Brother Beetle looking down from above could overlook this California color when he saw the great restoration job, I guess I can too.

Jack Moore, Baywood Navy Plank Owner, Los Osos, CA.



Your Needs...

More Info on the Boats Please

The Oarmaster Trials report in the December 1st issue included mention of the Spruce Creek Wherry. I am aware of the sources of plans for most of the boats included in that event, but this one is not known to me. Who is her designer/ builder?

It would be useful if the sources of the boats, or at least current owners, were included in articles so readers could easily inquire further about boats that spark their interest.

Fourtin Powell, 146 Cedar St., Rockland, ME 04841-2305.

Editor Comments: The Spruce Creek Wherry was designed and built by regular New England rowing competitor Cliff Punchard of Wells, Maine. Yes we should (and will) more completely identify boats in reports when the information is available.

Pelican Info Please

Please supply a source for the drawings of the Super Pelican Yangtze 18. Is the Pelican still on the market as a new boat?

Hope you have another article sometime about how this little gem actually sails. Please keep in touch with the designer.

Rolland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647

Editor Comments: The designer, Bill Short, is deceased. Plans are available from Muriel Short, 203 Hawthorne Ave., Larkspur, CA 94939, (415) 924-0685. The Pelican designs are for home builders, none were built commercially.

Small Boats for Small Kids

Starting with a 4' x 8' sheet of lauan plywood this spring I hope to build a 7-1/2' rowboat to fit the body proportions of our 3 to 5 year old grandchildren. At the moment I visualize a simple double ender something like a pirogue. I'd appreciate hearing from readers who have advice on gunwale width, seat height, oarlock level, oar length, etc., to fit children in this size range.

Bob Whittier, P.O. Drawer T, Duxbury, MA 02331.

Sailplan Query

I would like to elicit response, either experimental or theoretical, to the following sailplan query:

I am the new owner of an old Catalina 22. The smallest jib included at purchase was a masthead working jib. Although I don't yet have a feel for how much canvas can be carried under what conditions, she seems to be overpowered in as little as 20-25 knot winds flying this working jib and reefed mainsail.

Before ordering a storm jib or the equivalent, I wondered if perhaps a better solution might be offered by a 150% genoa with its head cut out, but with luff and leach lines continued to the masthead. I envision a result something like the enclosed diagram pictures.

There appear to be a number of advantages to using a single sail such as this, rather than a storm jib/reefed main combination.

It would provide more sail area with a lower center of effort and with no change in helm balance.

It would mean one less sail to monitor, trim, reef or hassle with.

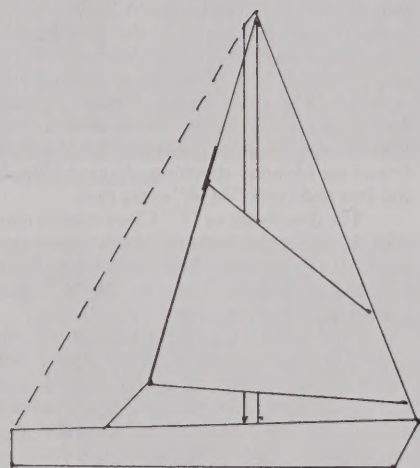
Without a boom and with what amounts to a gradually ascending (rather than vertical) luff, it should function more like a lateen or lug rig; increasing lift while minimizing heeling moment.

Since the sail would set some distance from the mast, the effects of the turbulence or the windshadow created by the mast would be negligible.

No new gear, blocks, fairleads or rigging would be necessary.

The proposed rig represents such a simple straightforward variation of what now exists that I am sure sailors have experimented with it. And, it must, therefore, have some deficiencies or disadvantages not apparent to me which have discouraged its wider use. Hence my question: What might these deficiencies be?

Bill Mantis, 306 Irvine Ave., St. Paul, MN 55102, (612) 290-9988.



What to Do With Out of Date Flares?

Tom Shaw suggested a while back that we check out all our safety equipment regularly and that signal flares are good for only 42 months. Your recent safety report on testing flares mentioned many tested were out of date. I had thought that maybe the Power Squadron or Coast Guard Auxiliary might hold annual Fourth of July flare shoot-offs but figured insurance complications might arise. So, my question is, "what is supposed to be done with these out of date flares?"

It's illegal to shoot them off if it's not an emergency, the landfill won't take them, the waste-to-energy plant won't either (wouldn't they be surprised!), so what do we do with them?

Jonathan Bradley, P.O. box 57, N. Monmouth, ME 04265.

Editor Comments: Take them to your local fire department, they can get rid of them.



Camp Winona, the oldest continuously operated summer camp in the U.S., is scenically located amongst tall pines on the shores of Moose Pond in Bridgton, Maine. With superb waterfront facilities, large platformed tents with mattresses and cots, an excellent dining hall, and numerous toilet facilities, it was just right for hosting the ACA Sailing Canoe Nationals for a second year this past August.

The American Canoe Association National five meter "C" Class canoe sailing races were held here on Saturday, August 26th, and Sunday, August 27th. On Sunday afternoon the first of two "ACA" Class races was held followed on Monday morning, August 28th, by the 2nd and final "ACA" class race.

The five meter or "C" Class canoes carry 55sf of sail in the form of a high aspect ratio marconi sail, or sometimes with a 44sf lateen sail plus a 14sf jib. Many of the "C" Class canoes are 18' long, hence "5 Meter".

The "ACA" Class canoes carry a 44sf lateen sail. Both classes are equipped with single swing-up unweighted leeboards that act as centerboards. The canoes are steered with a swing-up rudder and the tiller handle takes many forms. Hiking out is not permitted.

This year there was an international flavor with five British canoe sailors, who were guests of lifetime canoe sailor, designer and builder, Larry Zuk, taking part.

On Friday evening the British Canoe Union's Bernard O'Conner presented a beautifully inscribed pewter tankard, celebrating

ACA Sailing Canoe Nationals

By Art Davison

the occasion to our National Canoe Sailing Chairperson and canoe sailor, Marilyn Vogel. Many interesting tales were exchanged during the evening between the two groups.

On Saturday evening the British showed pictures of the many canoe sailing activities enjoyed in the British Isles. The English sail, cruise and race the same canoe. They do a lot of sailing in some very beautiful country. John Bull showed off a trophy in the form of a hand-made wooden sailing canoe (with the sail raised) that he would present to the overall winner of the combined "ACA" and "C" Class races during the three day sailathon.

Racing began close to 10am on Saturday in light air with 28 "C" rigged canoes. Race time was delayed due to shifting winds necessitating changing the course. This happened several times on Saturday and once on Sunday, and again on Monday. Three races took place on Saturday, all in light air. On Sunday the fourth "C" Class race took place in better air. After lunch, the fifth and final "C" Class race was completed in good air. After a quick

changeover to "ACA" lateen sails, the first of two "ACA" races was completed in good air.

Bob Schumacher was in charge of the committee boat and race courses on Saturday and Sunday and managed to do a very fine job dealing with the changing winds on Moose Pond.

On Sunday evening after supper, awards were made to the winners of the "C" Class races by Bob Schumacher and Jim Bowman. The first three races were won by Pete Ekstrom in his open Grumman fiberglass. The fourth and fifth races were won by Ted Bowman in a decked over Mohawk Ultima.

Monday morning brought forth a serious lack as far as wind was concerned. There was very little. The final race was set up by the Camp Winona crew as Bob Schumacher had other commitments, like a job. This last grueling "ACA" race took three hours to complete, right up to a late lunch.

Final presentations were made in the dining hall after lunch.

John Bull awarded the British hand-carved trophy to Pete Ekstrom. Pete had the best overall combined 5 meter and ACA score of 16.25, sailing his very nicely outfitted open fiberglass canoe. The trophy will remain with Pete until, and if, another challenger can wrest it from him in another year.

It was exciting for me to be on the committee boat for these races with my camera. I think the pictures show what an exciting and well attended National event this was.

John Bull's handmade trophy won by Pete Ekstrom, overall winner of combined events.



At the ready on the beach at Camp Winona.

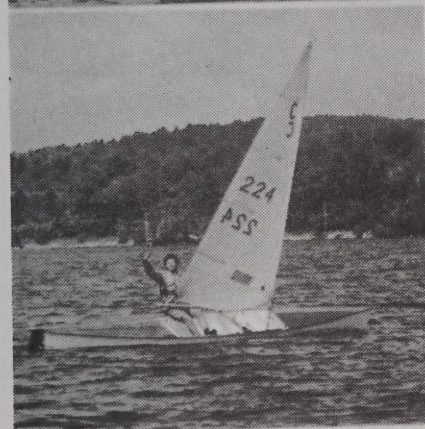
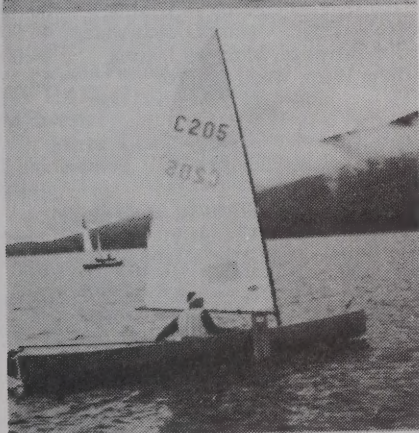




Heading for the mark in light air.

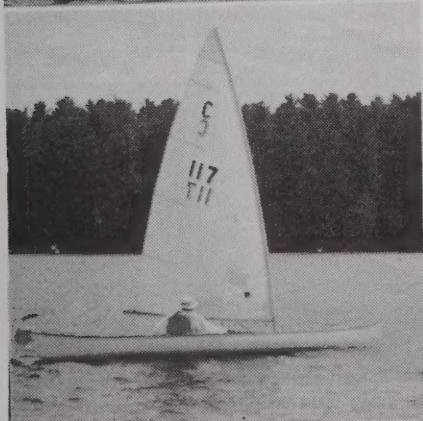


Pete Ekstrom, Jim Bowman and Larry Haff at the windward mark.



Britisher Bernard O'Conner enjoying Jim Bowman's immaculate 1935 Old Town.

Monday's final race was a three hour drifter.



Top guns from the top: Pete Ekstrom, John Ward, Ted Bowman and Noble Enge.





British Canoe Union guests with host Larry Zuk: From left, Bernard O'Conner, Keith Morris, Tony Ball and John Bull.

5 Meter "C" Class National Championships

1. Pete Ekstrom, Open FG Grumman	10.25
2. Ted Bowman, Mohawk Ultima	13.50
3. Jim Bowman, Mohawk Ultima	29.00
4. Noble Enge, Open FG Clearwater	35.00
5. Alain Serreault, Mohawk Ranger	35.00

"ACA" Class National Championship

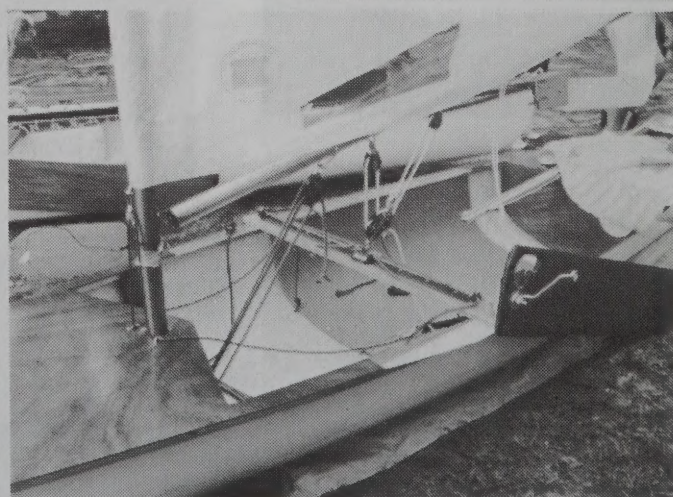
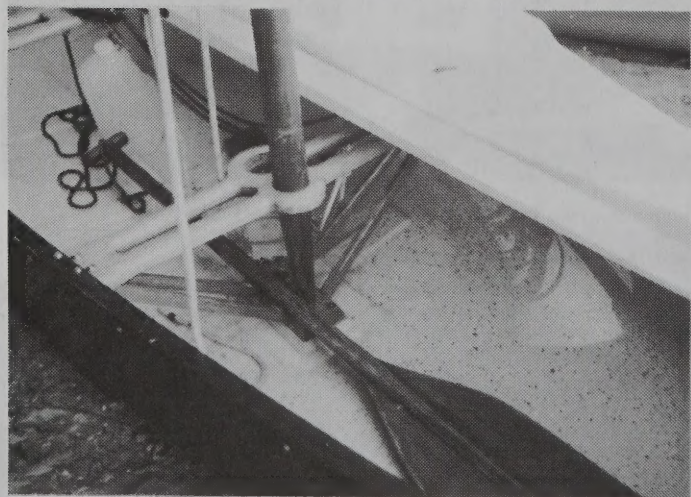
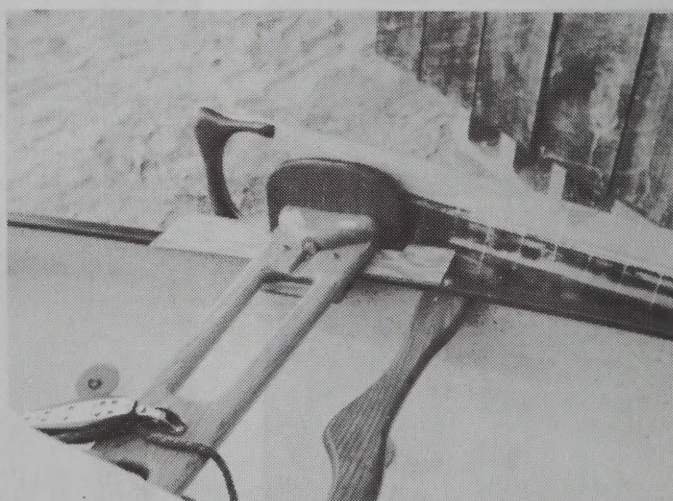
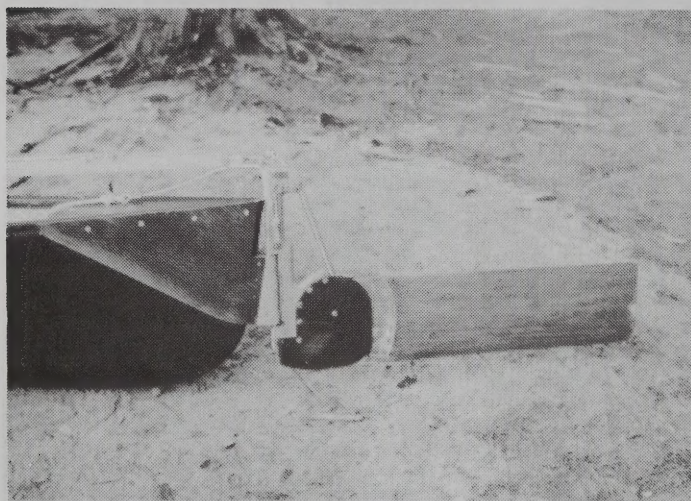
1. John Ward, Open Stripper	5.75
2. Pete Ekstrom, Open FG Grumman	6.00
3. Noble Enge, Open FG Clearwater	9.00
4. Ralph Grosjean, Spector	10.00
5. Larry Zuk, Dragonfly	11.00

International Championship

(Best Combined Overall).

1. Pete Ekstrom, Open FG Grumman	16.25
2. Ted Bowman, Mohawk Ultima	30.50
3. Noble Enge, Open FG Clearwater	44.00
4. Jim Bowman, Mohawk Ultima	44.00
5. John Ward, Woad Stripper	52.75

DETAILS



Left top and bottom: Some fine woodworking detail on a fiberglass Mohawk Blazer, flip-up rudder assembly and two-position mast partners. Top right: More fine woodwork on another Blazer, mast partners and leeboard. Bottom right: A lot of running rigging on a Mohawk Ultima, boom vang and main sheet.

Want to Know More About Canoe Sailing?

Putting a sail on your canoe adds a whole new dimension to it, and you will become hooked with the sport. If you are interested in becoming active in canoe sailing you can contact the sailing committee member listed nearest your area.

National Chairperson & Middle States Division:

Marilyn Vogel, 2210 Finland Rd., Green Ln. PA 18054, (215) 453-9084.
New England Division:

Jim Bowman, 14 Bayberry Ln., Exeter, NH 03833, (603) 772-2306.
Northern New York:

Chuck Durgin, 4 Millard Ave., Binghamton, NY 13905, (607) 723-4122.
Atlantic:

Alain Perreault, 80-26 161st St., Jamaica, NY 11432, (718) 380-4431.
Midwest:

Steve Liss, 4600 Northshore Ave., Lincolnwood, IL 60846, (708) 673-3663.
Dixie:

Noble Enge, 3348 State Rd. 13, Switzerland, FL 32259, (904) 287-2820.
Southwestern:

Dave Gilliland, 210 James Dr., Heath, TX 75087, (214) 771-8607.
Ohio-Penn:

Bob Halsey, 38277 Wilson Ave., Willoughby, OH 44094, (813) 597-5563.
Pacific:

Del Olsen, 3 Idaho St., Pt. Richmond, CA 94801, (510) 233-1286.
Hawaii:

Mike Muller, 41-051A Kalaniana'ole Hwy. Waimanalo, HI 96795-1808.

"ACA" Rig:

Larry Zuk, 189 Prairie St., Concord, MA 01742, (508) 369-6668.

Lists of sails and equipment currently available can be obtained from Marilyn Vogel or Larry Zuk, and also Bob Halsey.

When inquiring, ask about the annual canoe sailing encampment events that you can participate in as a member of the ACA that take place in midsummer at the ACA'S 35 acre Sugar Island, one of the Thousand Islands in the St. Lawrence River.

Sugar Island is a whole other exciting experience. The activities there are pretty much planned and coordinated by Marilyn Vogel. All classes of canoes annually race at the Midsummer Encampment. This is perhaps the biggest canoe sailing event in the world and its story should be published in this magazine.


Furthermore, in addition to the ACA Nationals at Camp Winona, the Maine Canoe

Association Symposium now takes place there in June, replacing the former L.L. Bean Canoe Symposiums. Jim Bowman teaches canoe sailing at this event. Jim has been assisted by Art Davison. Jim provides his three canoes, a Mohawk Ultima, a 1935 Old Town Yankee (wood & canvas beautifully race outfitted for both "ACA" and "C") and a 16' fiberglass ACA cruise rig to demonstrate Cruise Class, steering with a paddle. Davison brings his ACA rigged Old Town Wahoo. The classes have been well attended.

We Buy & Sell CANOES

Wood/Canvas - Birchbark
Any Condition


Howard's Antiques
(508) 768-7282 Days



Largest Selection of Canoes in New England
Nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S
Rt. 1A, Newbury, MA 0-1951
(508) 465-0312



COLUMBIA TRADING COMPANY

NAUTICAL BOOKS
New, Used & Out-of-Print Free Catalog Subscription

(508) 778-2929
FAX (508) 778-2922 Major Credit Cards
1 Barnstable Road, Hyannis
Cape Cod, MA 02601 U.S.A.



Maintenance Repair (508) 255-8226 Restoration Custom Building

P.O. Box 724 • Eastham, MA • 02642

Beetle Cat Restoration & Replication A Specialty

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$149.95
Plus S&H

Call for Info **1-800-466-3131**



A & B Industries, Inc. 9233 N 12th Ave Phoenix, Az 85021

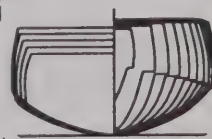


OUTBOARD MOTOR BOATS ... CANOES

ROSS BROS.
28 No. Maple St., Florence, MA • (413) 586-3875

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o **Call, write, or Fax for our free literature**



60 knot commuter

New Wave Systems, Inc.
59 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810



Fooling Myself on Two Short and Simple Cruises

By Fred P. Wales

It was another summer that was full of work and family related commitments that did not allow getting away from home waters for any extended period. Something had to be done. Sound familiar?

A few years back I purchased a 29' double ended cutter of the Colin Archer design typical of the Scandinavian North Sea cruising vessels. This boat was meant to go to far off places that include heavy seas, cold wet conditions and still remain comfortable and safe. The problem is that at six knots you need a lot of time to get to such places. Increased work commitments and the signing of another five year project ruled out the expected trip to the Canadian Maritimes and beyond.

With only a few unscheduled days here and there, and even a whole week difficult to set aside, the decision was made to go where and when opportunity permitted. The boat was well suited for single handed operations, so departure would take place regardless of crew, weather and destination, treating each trip as preparation for something bigger. The boat would always be kept provisioned and topped off ready for immediate departure. In short, I would fool myself into thinking we were on one large trip with breaks for business and family matters.

I had previously realized that the satisfaction of any venture at sea is the manner in which any evolution is carried out, not the geographic location or the duration of it. This thinking has worked and what follows should inspire you to liberate and challenge yourself, as it has me.

The first and foremost concept is to think small and keep things simple. For years I sailed catboats along the coast and dreamed of larger vessels and further horizons. When an opportunity presented itself to purchase very reasonably a small compact ocean capable vessel, I took advantage of it, even though suspecting it might be many years before the home port could be put astern for any great length of time.

The simplicities developed from many years of catboat sailing were transferred to the new cutter with its modest draft and seagoing layout. Gone was the large cockpit that is so people friendly, in

its place was an enclosed pilothouse complete with a diesel heating stove for those hard drives to weather in the early spring and late fall. The addition of the most basic of electronic tiller pilots had largely eliminated the need of crew and the large cockpit to accommodate them. With the electronic helmsman I could easily go forward to handle any sail or anchor handling evolution safely and in a seamanlike manner.

When not at sea, the anchor can be rigged to drop itself with a stout pull on a line from the cockpit, allowing precision anchoring in the most crowded conditions. I can now cruise with or without crew at my option. Even the greenest person can come along without fear of having to perform to any standards.

One Saturday morning our boat club was mustering for its annual overnight spring cruise. The day dawned overcast with drizzle and fog, so only two boats were willing to continue with the weekend plans. The destination was selected to be compatible with the existing conditions, and a meaningful and fun trip resulted. Precision piloting in the fog took us along a safe coastal route entering the Annisquam River from Gloucester Harbor.

We anchored for the night in a secluded spot in the river that could have been anywhere in the world, due to the low visibility. An interesting evening talking with friends and enjoying a walk along the shore resulted. The next morning dawned sparkling and clear with a great wind allowing for a most beautiful sail around Cape Ann which included a leg out to sea where maybe a basking shark or whale could be seen. They weren't, but the expectation was half the fun.

When we returned to Manchester it was unimportant how far geographically we had been, psychologically the trip had been successful. The satisfaction of completing a zero visibility trip (even in the

Annisquam River we were on compass courses going buoy to buoy), a secluded anchorage and a rousing clear weather sail around the Cape with good friends was the key to success. This could have been one segment of a cruise anywhere along the East Coast.

The simplicity of no fancy food preparation or involved last minute provisioning allowed me to step off the plane from Europe the evening before the cruise and still have everything I needed. I deal with no refrigeration, hot water showers or electrical devices requiring shore power or auxiliary charging. The other boat on this trip was similarly rigged. All the larger and supposedly more comfortable yachts did not go. Why? Not sure, but lack of simplicity of operation or expectation may have something to do with it.

The season was getting near the end and the prospect of only a few more days of decent weather for cruising was evident. A fellow sailor and I headed out for two days in the Boston Harbor Islands, well after the crowds had disappeared. We explored the Brewsters by anchoring off the northwestern face of Great Brewster and rowing the dinghy to the adjacent islands.

The large drumlin that forms Great Brewster has eroded along its western face depositing good gravel for some distance away from the boulder base along the shore. This is a good anchorage with good holding ground and protection from the east and south. I have spent many a comfortable overnight here. On this trip, however, we were headed for World's End in Hingham as our overnight objective due to the advanced season and prospects for a nearly empty anchorage in the completely protected Weir River.

The exploration of Middle Brewster, which I had never landed on previously, was interesting and just difficult enough to be satisfying. It could have been anywhere on the northern coast for all we were concerned. The evidence of an overgrown and destroyed community was evident with a little looking beyond the obvious. The remains of various barges or maybe just several pieces of the same one, could have been any number of interesting wrecks seen elsewhere. After all, rusted metal is rusted metal.

The remains of the attempts of dwell-

ling owners from years past to individualize their small side by side plots with original masonry details, told much about what life must have been like on the island during its heyday. The base of the long gone derrick near the only likely landing place adjacent to a slight bulge in the rocky shore, said more than enough about the difficulty of landing supplies and people. The collected remains of present day waste and its arrangement under a group of trees told another less inspiring story about what today's temporary tenants do on the island.

Landing on Great Brewster is easy and therefore common. It was sad to see the wasted efforts of the young people of Boston over the last few years in improving the island. Fatal damage had occurred to the shore end of the wooden pier when a large camel had been carried into it by storm conditions.

With no funds for repairs, the landings by MDC caretakers and the posting of teenage island managers (read workers) had stopped. The wood deck and introductory exhibit boards had all been destroyed by bonfire builders. The previously carefully maintained trails and camping areas were all overgrown and hardly noticeable. The same magnificent view from the top of the drumlin was still there, however. This alone is worth the short trip to the outer islands of Boston Harbor.

The magnificent granite block sea-walls built to limit erosion during an earlier era of enlightenment are still working to protect that view. Unless we keep them in some decent state, we may well lose the view in the future. The wood pier is a convenience and does not really need to be replaced. Gaps in the granite sea walls are a necessity and must be repaired at least by loosely relocating the remaining blocks when the walls are breached by the wild winter seas.

Another island worthy of a quick visit is Lovell's with its remains of forts from several different times past. The large disappearing guns that formed the main battery for Boston's World War II defense were located here. The masonry casements are deteriorating, but there has been some recent effort to rebuild the steel guardrails so the public can still walk around these interesting constructions. Again the views are worth the visit, but there is nothing on Lovell's that even comes close to the height of Great Brewster.

Walking through the old wartime building ruins gives you a good feel for what duty must have been like on a typical freezing January night during the depths of the war. You can just imagine the freezing and lonely troops waiting for the likes of the battleship *Bismarck* to appear over the horizon and start shelling Boston, which lies so invitingly out of range of the soldiers, but well within the range of the *Bismarck's* mighty rifles.

On Outer Brewster the concrete barracks and underground engine room and magazines still exist for the present day explorer to visit. It is much easier to imagine what was taking place on Outer Brewster than on Lovell's, but it is also much harder to land there, due to the swell and the rocks.

After an exciting day in the Brew-

sters, it was time to move to our overnight anchorage in the Weir River. The landing pattern that night for Logan Airport brought the large jets precisely over our location, such that we fantasized that our anchor light must be critical to the landing operation. The electronic alignment of the glide path is incredibly accurate, as plane after plane throughout the clear crisp night went exactly over the cockpit, which was about 8 miles from the runway.

The Trustees of Reservations property of World's End makes a fitting and remote backdrop to this anchorage, so that you never know that you are so close to civilization if you do not look up. An occasional ambulance or police chase in nearby Hull is all that disturbs the peace, when there are no large groups of boats in the anchorage.


Early next morning we took time for a walk through the fields and woods of the reservation, before departing for Peddock's Island. The eastern end of Peddock's is the site of an old military installation whose masonry is still salvageable for some present use, but it will not be cheap. The old brick buildings are still in good shape, but the wood joists and trim would have to be replaced. It is a strange sensation wandering through the overgrown paths and yards with so many fine buildings still standing. You almost expect uniformed ghosts to come out to challenge you. I am not sure of the period of these buildings, but they appear to be post Civil War. There must be at least two dozen buildings all laid out in military fashion.

The landing is easy on Peddock's, anchor off the old pier and take the dinghy to the beach on the south side of the island just inside Hull Gut. Bring bug repellent and a hat and long sleeve shirt, as the bugs in the lush overgrown woods are major league critters.

Returning to Cape Ann from the Boston Harbor islands is easy and safe under most all conditions. On a typical day it is best to wait for the sea breeze to set in and enjoy a broad reach all the way back. Strong northeasters can be uncomfortable, but it is possible to work your way along the Nahant and Swampscott coast and punch your way out around Marblehead neck then back inside the islands of Salem Sound. Fog conditions call for crossing the main ship channel at its narrow points, so you will know where the big traffic is located.

On this particular trip we were away from the mooring for a total of about 32 hours, but it seemed many times longer. Keeping the days full with island visits and reading history about an area as you travel through it can make a weekend trip seem like one of many days.

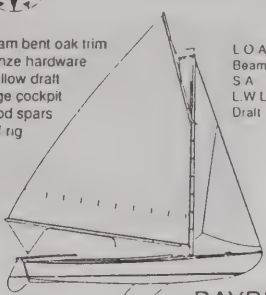
The two trips mentioned do not require large expensive yachts. Sea going kayaks or any manner of small craft would allow you to enjoy the same delights and challenges that we did. No wild storms or sea dragons were met. We always knew where we were, anchored accurately and securely, and carried out all operations without fanfare or chaos. The satisfactions come from within, whatever the destination.



COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662 • (508) 255 5187


Steam bent oak trim
Bronze hardware
Shallow draft
Large cockpit
Wood spars
Gaff rig

L O A 18' 0"
Beam 5' 6"
S A 145 ft
L W L 16' 0"
Draft 0' 8"



BAYBIRD
A 1918 Burgess and Chamberlain design
Now in fiberglass

Free Brochure shows how to increase your boating comfort and performance with an efficient front-facing rowing system. Ask for publication C.



Aquamation Engineering

61 Endicott Street, Bldg. 26, Dept. MAB
Norwood, MA 02062

**CUSTOM
BOATS & YACHTS**

Since 1970

Wood Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.
North Falmouth Ma. 02556
508 563 3075

**THE MOST UNIQUE WOODEN MODEL
BOAT KITS AVAILABLE ANYWHERE!**



Neon Tetra
12" SUB \$15.95



Scorpion
8" RUNABOUT \$19.95



Cricket
11" SAILBOAT \$23.95



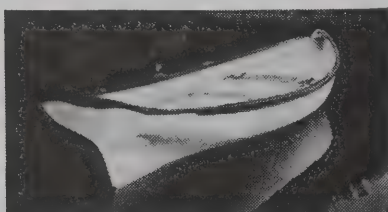
TOAD
8" TUG \$22.95

EASY TO BUILD PROVEN PERFORMERS
• RUBBER POWERED • PRE-SHAPED HULL • PRE-CUT & DRILLED PARTS
• BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL, POND OR SEA • ORDER YOURS TODAY!
\$4.00 S&H Each, MD. Residents add 5% tax. Catalog \$1.00

Seaworthy Small Ships
Dept. M, P.O. Box 2863
Prince Frederick, MD 20678

The most elegant way to see and
be seen on the waterfront.



BOATWORKS LTD.

284 Bunganuc Rd. • Brunswick, ME 04011
207-729-4980



CLIPPER 15 & 18

* Stable & Easy to Sail * Folds Quickly for Trailing * Available as
a Kit or Finished * Kits Preassembled to Test Fit Every Piece *

* Affordable: Complete Kits \$3,200-\$5,250.

Video & Study Pack \$20 - Catalog \$5 - VISA/MC - 802-524-9645

SHELL BOATS, R.D.2 BOX 289c, St. Albans, VT 05478



Best wishes for 1996.

Thank you for your business in 1995!

Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0

PH: (902) 688-2351



ADIRONDACK ROWING

306 Lake George Ave.

Ticonderoga, NY 12883

(518) 585-7870

**It might be the world's
most expensive glue, and
it is not easy to use.**

Our glue is hard to mix. You've got to mix equal volumes of both components in one container and then pour it all into a second container and mix it all over again. Why? Because our chemist says so.

It costs twice as much as some of those inexpensive mail-order epoxies....and we can't do much about that because our chemist has very fancy tastes when it comes to the ingredients of the recipe.

On the other hand, it will glue teak, oak, any oily hardwood, as well as fir, pine, mahogany or any other wood as well as some metals, glass and plastics....and it will absolutely, positively cure even in freezing weather.

Woodworkers who make works of art from exotic hardwoods use it, as do those people who make thousand-dollar pool cues.

Architects and boat owners use it because they, too, know that the cost of the glue is a very small part of the cost of the whole job, and the labor to scrape it all off and do it over is a cost they never want to see.

If you want some, we will sell you some. We call it All Wood Glue™.

A twelve-ounce kit costs twenty-five dollars delivered (prepaid), thirty if C. O. D.

Literature is free, and we have other products that behave in cold weather.

SMITH & CO.

Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue
Richmond CA 94804

1-510-237-6842

1-800-234-0330

To a Special Place in a Special Boat

By Ron Sell

The location is somewhere on the north shore of Lake Michigan. The campsite is one of those special places that is even more special when you stumble upon it yourself. Much of the south side of Michigan's Upper Peninsula is State or National Forest property and seems to be overlooked by the tourists passing by on US 2.

Perhaps it is the shallow water and rocky points that have kept the motor boaters and large sailboats away from the pristine and remote sandy bays. Or maybe it is the sense of history surrounding this highway of early Native Americans and French explorers. Whatever it is, there is something special about this coastline. The relatively warm waters of Lake Michigan and protection from the harsh storms sweeping down from the northwest, along with the almost continuous sand beaches, make this a small boater's paradise.

This was the second year for our paddlers rendezvous on this shoreline. This year the crowd was three: Don Collister, a teacher from Lansing, Bob Neely, a biology professor at Eastern Michigan and me. Bob brought along his Nordcapp kayak, Don had his well traveled Mad River Monarch and I came with Osprey, the sail and paddle decked canoe that Hugh Horton and I have developed.

Friday evening we spent relaxing on the beach, counting satellites passing over and staring at the brightest Milky Way I have seen in many years. Not an artificial light could be seen in any direction. We were all very happy to have escaped the heat and humidity of southern Michigan.

Saturday morning found us on the water after a leisurely breakfast, headed to the southwest along the coast. Don and Bob were paddling while I opted to try the sail. The southerly breeze meant that I would have to tack out to the southeast to clear the point that protected our bay, but I would then be able to sail on a close reach along the shoreline. Bob and Don had to paddle more or less the same course to avoid the waves that piled up around the shallow water at the point.

The 10 to 12 knot breeze and the 1 to 2-foot waves hitting on the beam made me a little uncomfortable sitting up on the seat, and an abandoned workboat awash on the beach about a mile up invited me in to explore. Don and Bob pulled in as I was dropping the sail. By the time we were done checking out the shore and speculating on whether the steel hulk had torn loose in a storm or been stripped and cast adrift, it was lunchtime. We grabbed our daypacks and hiked to the rocks on the next point.

Our appetites satiated with cheese and salami, we headed back to the boats. Hoisting sail, I headed out into the bay and luffed up waiting for the others. When they came alongside, I sheeted in and took off on a beam reach. Even though the wind and waves had increased, I was feeling very comfortable sitting low on the bottom with the seat pushed out of the way.

By the time I had reached the point, I had left the paddlers far behind. The waves had increased to 3 feet plus, so I reached on a little farther to give enough sea room to round the point. Feeling unsure about jibing in these conditions, I opted to tack around which, I sud-

denly realized, brought me back into the big, steep waves piling up on the point. Surfing down a wave with a full sail on a broad reach in a canoe is exciting to say the least. But the boat proved very solid and I quickly rounded up in the calm in the lee of the point and waited for the others.

Sunday dawned calm and quiet. We headed to a rocky point to the northeast where Don and I had seen six immature bald eagles the year before. I stashed the sail rig under the seat and pulled out my favorite bent-shaft. With the rudder set to center, Osprey proved to be a match speedwise with the Nordcapp and Monarch, and infinitely more comfortable as we crossed the broad bay. Only one eagle this time, so we poked into the next bay and

then worked our way back to a beautiful secluded sand beach for lunch.

A light breeze had come up, and as the others pushed off, I pulled out the sail and quickly rigged up. The catspaws had me playing cat-and-mouse with the paddlers all the way back to the campsite.

Loading up the boats and packing the tents, I came to realize that this trip had proven the concept of Osprey, a boat that could be both paddled and sailed in a variety of conditions, comfortable and seaworthy for coastal exploring and fast enough to keep up with the sea kayaks. I also realized that I should plan a week, not just a weekend, for this trip next year.





Trimarans...Sail Fast, Sail Flat

Part 7: In Part 6, last issue, we featured Dick Newick's Tremolino design, one of very few small trimaran designs to be offered as a production boat (by John Olin of Tremolino Boat Co.). Dick is best known for his big ocean racing tris, but he has done much thinking on trying to popularize small affordable trimarans, such as the Tremolino. In this issue we present two more such designs in 26'-27' sizes, which Dick views as being affordable options for someone wanting to enjoy the comfort and speed that come with three hulls.

Because He Wants to Sail!

Why have two or three hulls instead of ballast? Perhaps Dick Newick is a reincarnation of a Pacific Island outrigger builder, the type that explored and colonized one fifth of the world's surface starting over 3000 years ago. Dick sails fast.

Back in 1938 he designed and built his first boat, a 12' kayak which logically led, years later, to long slender hulls joined together for sail-carrying stability. Kayak paddling is a good way to affirm what good sailors always know and even computers will tell you: long slender hulls perform best.

Newick's first multihull was a 40' catamaran launched in 1957 and still sailing in the Caribbean day charter business. The first trimaran joined the fleet in 1960. The proa *Cheers*, now in a French museum, placed third in the 1968 OSTAR. Other Newick designs have placed 1, 2, 3, 4, 5, 10, etc. over the years in this demanding race. The designer enjoys boasting that it usually takes a larger, more expensive boat to beat one of his designs.

Many features common in today's multihulls have been pioneered and perfected on Dick's creations. However, he cannot deliver a commodious, inexpensive and fast boat. No one can. Choose any two of these desirable features. Anyone promising all three may be telling stories about the performance part of the equation, since it is difficult to be untruthful about cost or the number of berths. The words HIGH PERFORMANCE have appeared on Newick's letterheads and business cards since 1949. They mean to him the ability to sail safely and comfortably, faster than a moderate wind, with a minimum of effort.

Ashore, the comfort of a house can be measured in terms of cubic volume, but boats, moving on an often lumpy surface, must also consider motion when defining comfort. Anyone who has made a tradewind passage aboard a monohull rolling 40 degrees from side to side, or tried to sail to windward in a fat cat too close to the water amidships appreciates this truth.

To the common question, "Why trimarans?", Newick replies, "Because I like to SAIL!"

B²...Back to Basics

By Dick Newick

Cruise two, room for another couple occasionally. B² accents the "occasionally" for sheltered water passages, sleeping the second couple under a fabric shelter on a "trampoline" between the hulls. For guests who consider this too basic, suggest a Holiday Inn at the next destination and invite yourselves over for a shower. The whole crew will appreciate the minimum effort to get sparkling performance from a light craft. Chose either the sloop or lug rig. Hollow box section wood spars will serve for the lug, but carbon fiber becomes cost effective when it saves 50 percent of their weight, enabling one person to step the 25 foot mast unaided. Draft of 26", aided by fences on both keel and rudder, enables adequate windward performance.

PERFORMANCE: Between 60 and 80 percent of wind speed under sail with the rigs shown. The boat can carry 20 percent more sail for a corresponding speed increase if desired. The lug will not be as weatherly as the sloop, but will pleasantly surprise today's sailors as they relearn what the "free traders" on both sides of the English Channel knew 200 years ago. (We are now experimenting with a small split lug rig that shows promise, setting equally well on either tack.)

Under power, expect five plus knots from a 5 H.P. four cycle outboard, or less from two electric outboards coupled to deep cycle batteries, large solar panels and a small portable generator, if necessary.

FOLDING: In the horizontal plane gives a quick trail to sail capability as pioneered many years ago by *Ocean Bird* in England and now used by *Dragon Fly* in Denmark and *T Gull* in the States. A towed weight of 2000 pounds can be handled by a modest size towing vehicle.

COST: Less than similar sized folding trimarans now on the market. Sure, we'd rather cruise on a 30 or 40-footer, but cannot ignore the fact that cost varies as the cube of length.

26 ³	17,576	(not dollars, just math)
		154% increase
40 ³	64,000	365% increase

We see nothing on the horizon that can compare with B² on a dollars per (seaworthy) knot basis. We would rather cruise a 26-footer than stay home dreaming of a 40-footer.

ACCOMMODATIONS: Modest, befitting B²'s size and the fact that SAILING is stressed. She's for backpacker types, not for those who require all the modern inconveniences. Sleekness is sacrificed for full headroom between the 54" wide double berth aft and the head compartment forward, both of which have sitting headroom. Cockpit becomes cabin with an easily fitted fabric enclosure, either screened or windowed. The full headroom is possible by folding down two-foot-wide centerline sections of the cockpit seat and sole for harbor use. Galley can have a two burner propane stove, portable ice chest, water supply in jerry cans and a bucket sink. The boat can be sailed with the cockpit cover in place, making her a four season craft anywhere the water doesn't ice up, once we devise a practical cabin heater.

DINGHY: Carried between the hulls.

NAVIGATION: (Options) Compass, log/speeds, depth sounder, VHF radio telephone, GPS, Loran, portable clear plastic covered chart board.

CONSTRUCTION: (Prototype) Strip planked 3/8" cedar hulls, 10-ounce glass cloth both sides, Baltek's balsa cored panels for deck and interior. West™ System epoxy throughout. Akas are Douglas Fir and uni carbon fiber, glass sheathed. (Production) In female molds, bi-directional fiberglass sheathing either a foam or balsa core. Akas similar to hulls with uni carbon top and bottom.

BACK TO BASICS: Comfortable places to sit and sleep, weather protection at the helm, private head, convenient land transport, seaworthy, shallow draft, handy size, a joy to sail. B², an affordable dream.

Richard C. Newick, 5 Shepherd's Way, Kittery Point, ME 03905.



Send for your **FREE** Copy:
Cubberley & Shaw
Maritime Museum News
PO Box 607AB
Groton MA 01450-0607

VIDEOS-SEA KAYAKING

Arctic Destinations - Greenland, Canada & Alaska
Greenlanders' Surfing & Winter Paddling
Kayak Building Technique
free catalogue Gail Ferris (203) 481-4539
1 Bowhay Hill, Stony Creek, CT 06405

Spark...a Three Hulled Rosinante

From *Boat Design Quarterly* #2
By Mike O'Brien

Particulars

LOA 27'11"

LWL 27'4"

BOA 22'5"

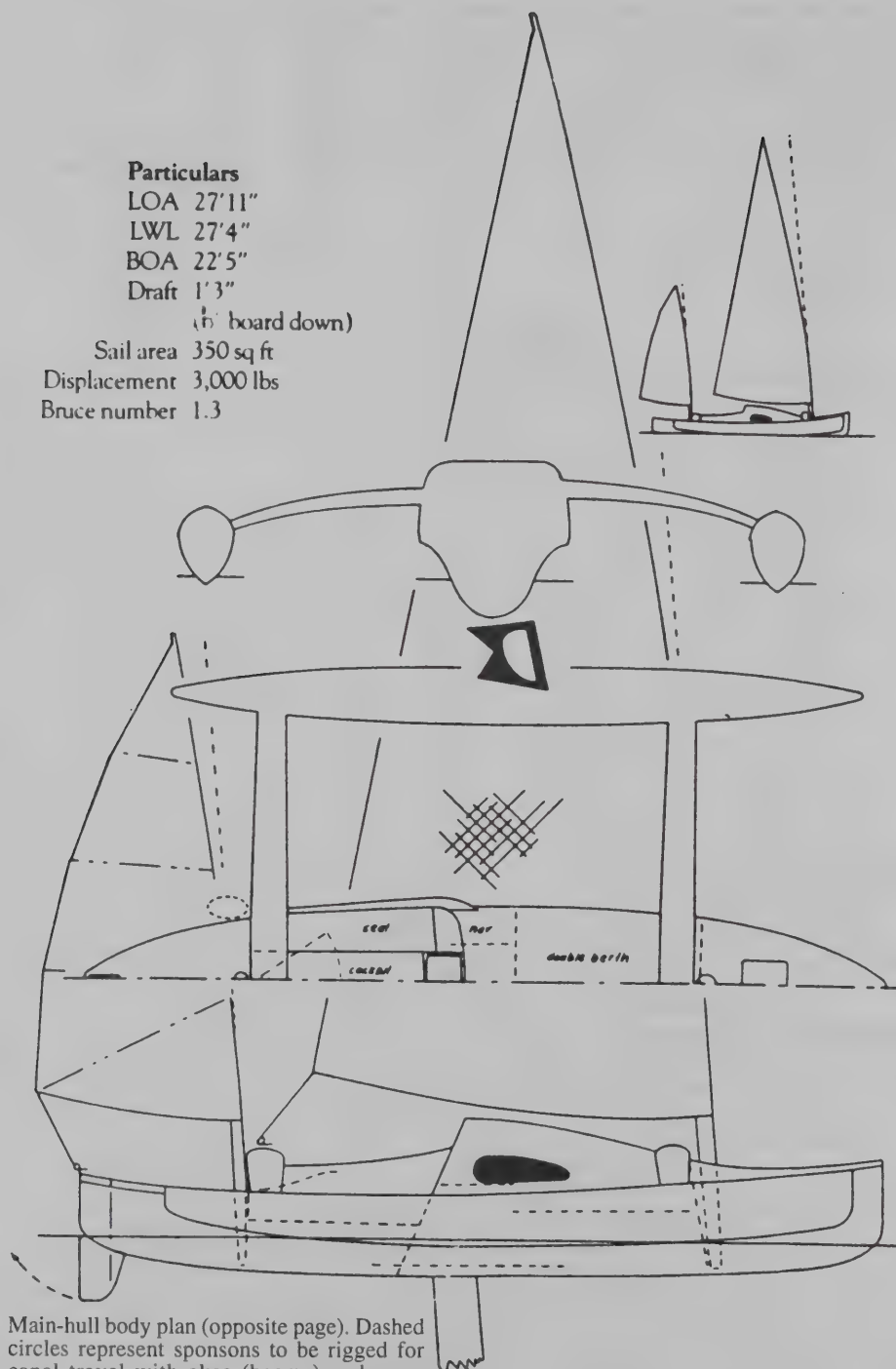
Draft 1'3"

(6" board down)

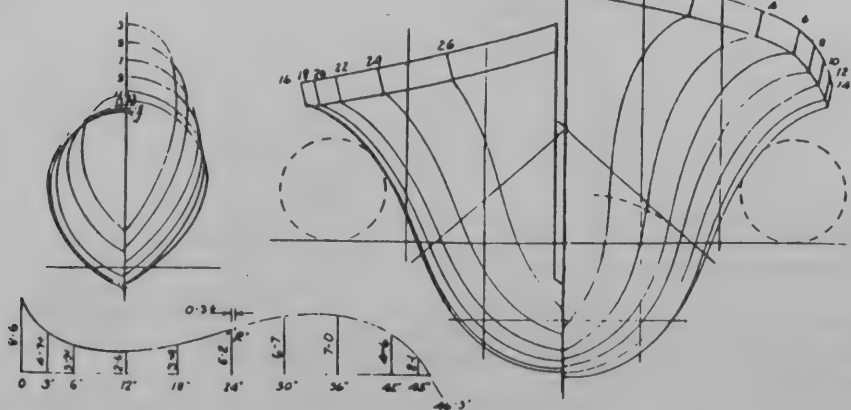
Sail area 350 sq ft

Displacement 3,000 lbs

Bruce number 1.3



Main-hull body plan (opposite page). Dashed circles represent sponsons to be rigged for canal travel with akas (beams) and amas (floats) removed. Ama sections and the Master Pattern for lofting are shown below.



Canoe yawls are small canoe sterned cruisers. They are not canoes, they need not be yawl rigged, and Spark demonstrates that they need not have only one hull. Dick Newick drew this light trimaran for a client who wanted a three-hulled version of Rozinante, a lovely and deep monohull from L. Francis Herreshoff's table. The highly regarded multihull designer understood that his new boat would have to be "elegantly simple, handy, fast, and fun to sail".

To drive Spark's slender hulls, Newick chose the rig devised by Dr. Ljungstrom in the 1930's after he lost his son to a spinnaker accident. This system consists of a doubled, boomless, battenless, leg-o-mutton mainsail that furls (and reefs after a fashion) around an unstayed rotating mast. For beating and reaching, both layers of the sail lie together and are sheeted to the same point, that is they act as a conventional single sail. Off the wind, the sail can open like a butterfly's wings to double the effective area.

Years ago, I sailed one of the original Ljungstrom-rigged boats. It had problems. The cotton sail suffered from the chafing of one layer against the other and from being rolled around the mast while wet. An inadequate sheeting base provided by the narrow monohull defeated all efforts to set the sail properly for broad reaching and running. (Outriggers, added later, improved sheeting angles slightly. But they demanded close attention when we were coming alongside.) Finally, with any wind in the sail, rotating the mast proved challenging.

Starting with a Ljungstrom-rigged 17' cruising kayak in 1950, and proceeding through a 51' trimaran schooner (1988), Dick Newick must have as much experience with doubled sails as any contemporary sailor. Spark's 21' wide sheeting base, modern materials (Dacron for the sails and carbon fiber for the masts), and Harken bearings to ease mast rotation, would seem to have retained the rig's virtues and lessened its faults.

The racing records of Newick's boats indicate that his performance predictions ought not to be taken lightly. He forecasts that "Spark might not beat a wing-masted trimaran to windward, but she should be ahead of almost anything else. Flying a spinnaker-cloth, double-duty jib/mizzen staysail, she will do better than wind speed in any breeze under 8 knots. With working sail you can expect 12 knots of boat speed in 15 knots of wind. She'll make 16 knots easily when its blowing 20. An 8hp outboard will push her to 7 knots, and a yuloh (a specially rigged, bent Asian sculling oar) will give 2 knots."

If Newick's Spark and Herreshoff's Rozinante share similar intent, they also provide similar accommodations. Each has a solitary berth and an extraordinarily comfortable cockpit. Neither boat has standing headroom, and neither needs it. Most life functions can, or should, be performed while sitting or reclining.

Nets fill the open spaces between Spark's hulls. Lying prone on a speeding trimaran's net, suspended inches above the rushing stream of warm water, must be one of life's great spiritual and physical pleasures, dream-

like free flight. The nets make fine beds on mild, bugless nights.

Spark's hulls can be strip planked with cedar or lighter, more expensive DuraKore (see *WoodenBoat* #79, page 93). In either case, they should be sheathed with fiberglass cloth inside and out. Shaped and 'glassed foam forms the forward and after ends of the amas (outer hulls). These "safety cushions" will disintegrate upon hard impact.

Lofting this boat should be easy. Twenty years ago Newick developed what he calls the Master Pattern technique. For the vaka (main hull), construct the sheer and keel profiles conventionally. Then, use a single plywood master pattern for drawing all the sections. Slide the pattern into position for each different station by aligning its reference point with the

diagonals shown on the body plan. I've seen builders employ similar methods for setting up Barnegat Bay sneakboxes. The idea seems to work well for hulls that have easy bilges and don't suffer sudden longitudinal changes in sectional shape.

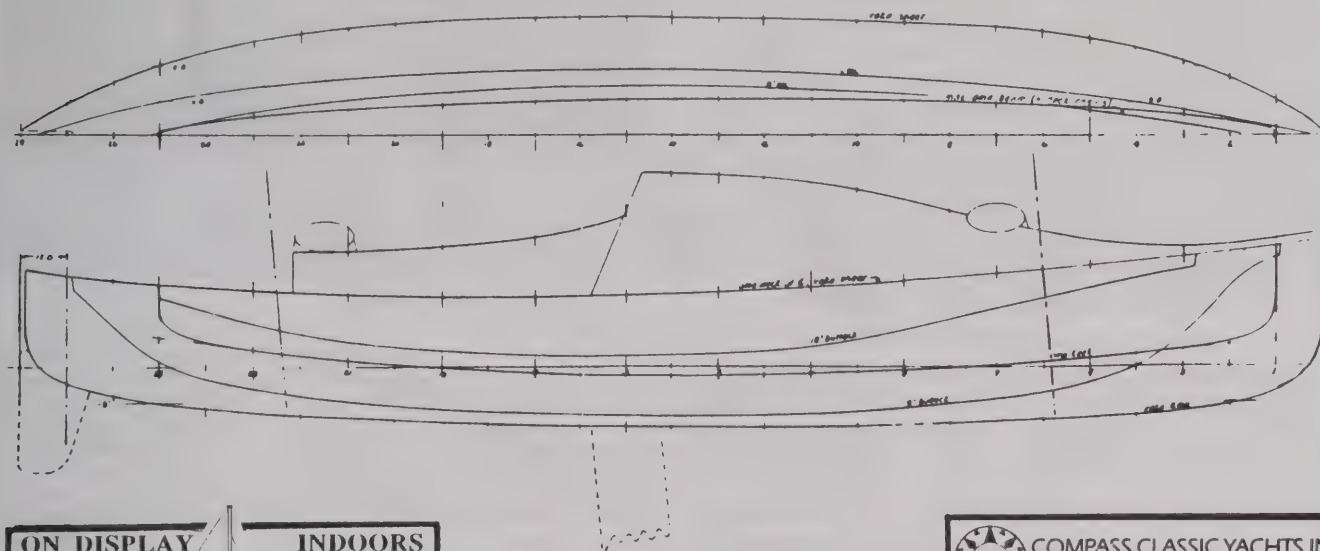
Newick drew Spark's graceful hull lines for publication here. He added a waterline and buttock lines to the vaka drawings at my request. Later, he pointed out that these lines needn't be shown for his boats because of their easy shape and self-fairing lofting method. The extra lines can cause confusion in places, but the drawings will yield to careful study. Problems should be charged to the editor, not the designer.

From the many dictionary definitions for "spark", Newick has chosen two as fitting his

boat: "A flash of light" and "to set in motion". As does Rozinante, Spark possesses a spirit that transcends functional explanation. She stirs a sailor's passion for efficient movement and independence.

(Dick Newick comments about these plans: "The study plan is not sufficient for anyone to build such a boat. Publication is not an invitation to copy. I would, however, be delighted to provide full plans and building support to anyone with enough skill and perseverance to do a good job building her, and who will pay for the design. I think she's one of my best efforts.")

Richard C. Newick, 5 Shepherds Way, Kittery Point, ME 03905.)



ON DISPLAY
LOTS OF OWNED

INDOORS PRE-SAILBOATS



COMPAC 16'-19'-23'
PRECISION 15'-16.5'-18'-21'-23'
SUNFISH - ZUMA - POINT JUDE
FERNALD'S MARINE
ON THE RIVER PARKER
RT. 1A NEWBURY, MA 01951
TEL. 508-465-0312

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampan



HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456

COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662
(508) 255-5187 • (508) 240-1032

Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood spars

LOA 12' 4"
Beam 6' 2"
S.A. 100 sq ft
Displ. 440 lbs



Classic
Cape Cod
Catboat

RAINBOW
Now in fiberglass

Ready to sail or complete it yourself component kits

Sandpiper.
15 Feet of Pure Fun.



Roomy, stable, dependable.
A solid build. Small enough
to trailer, but big enough for
the whole family.

Since 1962 over 1,200
Marshall owners have
discovered something old
about sailing. For more
details, give us a hail.

MARSHALL CATBOATS.


FOR MORE INFO ABOUT OUR

☐ 15' ☐ 18'
☐ 22'

Name _____
Address _____
City _____
State _____ Zip _____

MARSHALL CATBOATS
Box P-266, Dept. #49
So. Dartmouth, MA 02748 (508) 994-0414

NOW AVAILABLE WITH FOLDING MAST.



If you work in the winter, shouldn't your tools, supplies, paints, fillers and glues?

Ours do.

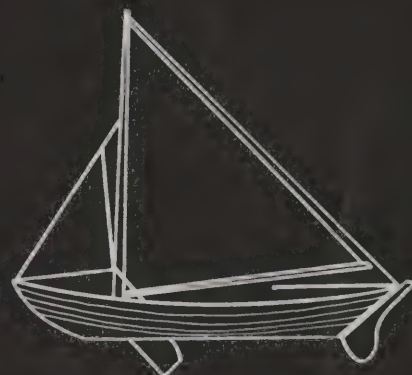
All Wood Glue™ has a working time of a few hours and will be cured in a few days in freezing weather, although we'd rather you didn't use it much below 28°F/-2°C. Fill-It Epoxy Filler™ behaves about the same. There is a Cold Weather Version™ of our famous Clear Penetrating Epoxy Sealer™, too. In fact, there's at least one version of all of our products that behaves well in freezing weather.

Call or write for more information. We'd be glad to send it to you. Anything we make can be ordered directly from the factory, and we will sell you one of the smallest size package of anything we make, if that's all you need. We're really pretty nice folks. We've been that way since 1972.

SMITH & CO.

Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue Richmond CA 94804
1-800-234-0330 1-510-237-6842

SWAMPSCOTT DORY



Our 17' version of the Swamscott Dory has more beam and one more plank per side. She's very similar to those Coast Guard surf boats, and is available in sail or rowing rig. A splendid boat.

Send for our brochure.

Pert Lowell, Co., Inc.

Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishings.



WORKSKIFF 18' x 5'3"

Lobstering, clamming, musseling, fishing — whatever work there is to be done, this big, rugged skiff does it all with a minimum investment of time, skill, and money. Is she fast? You bet. With a 25-hp Yamaha, she planes at 24 mph.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$30.00 ☐ Study plan packet for WORKSKIFF and 35 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ *Instant Boats*, \$15.00 ☐ *Build the New Instant Boats*, \$19.95 ☐ *Go Build Your Own Boat*, \$20.00 ☐ *Build the Instant Catboat*, \$9.95 ☐ *How to Build the Gloucester Light Dory*, \$7.95 ☐ *Keeping a Cutting Edge: Saw Filing*, \$7.95 ☐ *Boat Modeling with Dynamite Payson*, \$19.95 ☐ *Boat Modeling The Easy Way*, \$19.95 — Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
202-594-7587

PARKER RIVER BOAT WORKS



21 Newman Rd, Newbury, MA 01951
NEW CONSTRUCTION and REPAIRS

Douglas Scott

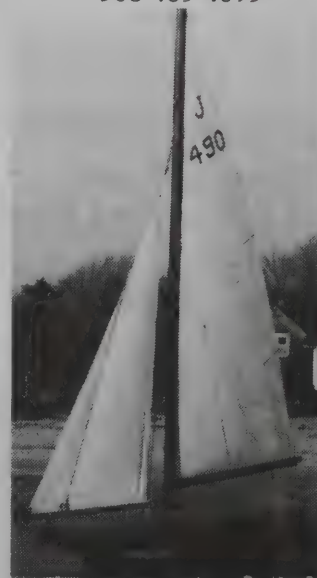
508-465-4095

Why stop sailing in the winter?

We are now offering this traditionally designed ice boat with origins from Great South Bay, Long Island, NY. Up to three people can sail her by trimming the jib and main, and shifting weight fore and aft. I have many fond memories from my youth of sailing her off into the sunsets. Anyone interested, contact me on winter Fridays for locations and times we will be sailing her.

Don't forget, it is not too soon to order your traditional rowing/sailing skiff or dory, or perhaps motor skiff, for next season. Hope to hear from you.

Doug Scott





My name is Jessica Sennhauser. I am a junior at Northampton High School on the Eastern Shore of Virginia. I recently wrote an article in my school newspaper called "The Stinger" about my last year's Legacy class building boats. I would like to submit my article to be published in your magazine *Messing About in Boats* to show people what students can do and learn while having fun at the same time.

Legacy has decided to do something that no other class has done before, to build a kayak for each class member. The 'marsh-aks' will be used to explore the Eastern Shore's ecology and history by water.

Mr. Bill Young, professional boat builder in Willis Wharf, was the one who came up with the idea and suggested it to Mr. Tom Bonniwell, Legacy teacher. Mr. Young designed and built the prototype. He then cut out all the parts of the 16 kayaks in his shop, which are being assembled by the students.

Funding for the supplies was obtained by sending letters for donations. The class re-

What Students Can Do

ceived its largest grant from Dr. Warren Flint of the Virginia Coastal Institute, for \$1,500 dollars.

Some of the students will stay after school to help build the kayaks, so they will finish quicker. The process will take about three weeks.

Legacy is a hands-on, inter-disciplinary course patterned after the nationally recognized Foxfire program. This tenth grade course combines English, science and social studies with the primary objective of researching and recording the Eastern Shore's rich cultural, social, and natural heritage, according to the *Northampton County Line*.

"We meet the English criteria by reading *Chesapeake* by James Michener, *Beautiful Swimmers* by William W. Warner and numerous articles. We write Standards of Learning (SOLs), summaries, letters, etc. We fill out grant applications. We work in groups and have seminars," said Mr. Bill McCarter, En-

glish teacher.

"Kayak building is one of the highlights of my long career as a educator. It's usual in social studies to produce a tangible finished product that is the result of both the students' and the teachers' work. As far as Eastern Shore history is concerned, I can't think of a better way to study our rich cultural and natural heritage from the water than in a kayak," said Douglas Coburn, social studies teacher.

"I always wanted to build a boat. Now I want to build a lot more," said Mr. Tom Bonniwell, science teacher.

NOTE: The Legacy boats were launched on schedule. The students and teachers successfully completed a three-mile shakedown cruise on Parting Creek. Legacy will again build boats with a new group of students during the spring 1996 semester. This year more time is allowed for exploration and water quality monitoring. Inquires or contributions may be made by contacting: Tom Bonniwell, Northampton High School, Box 37, Eastville, VA 23347.

EASY BEAUTY

The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wherry is the ultimate in computer-produced kit technology.

Send \$2 for information packet to:

PYGMY BOAT CO.

P.O. Box 1529 * Dept 2 * Port Townsend, WA 98368 * (360) 385-6143

SPRINGFIELD FAN CENTERBOARD COMPANY

Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware



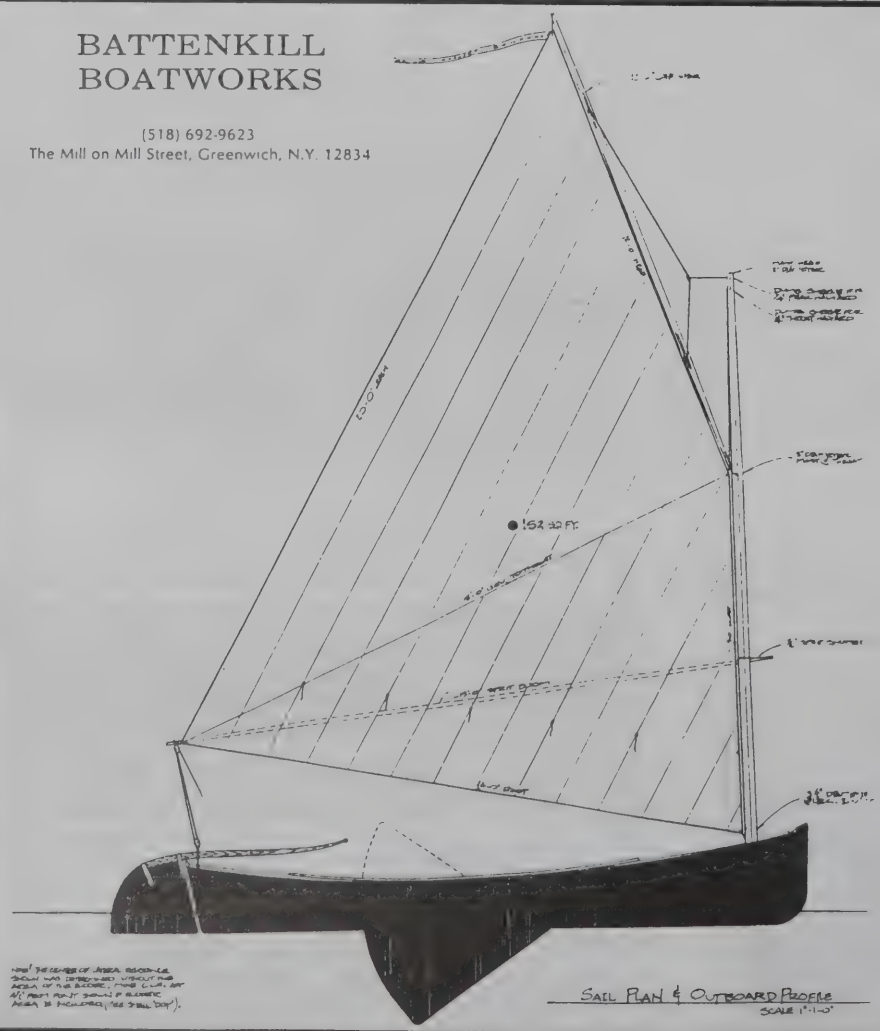
Bob Lavertue & Son
20 Treetop Ave.
Springfield, Ma. 01118
Evenings: (413) 783-5589





BATTENKILL BOATWORKS

(518) 692-9623
The Mill on Mill Street, Greenwich, N.Y. 12834



Evolution of the American Flyer

By Dave Thibodeau

For the past several seasons I had been sailing an 11' Bahama sailing dinghy modeled by Winer Malone of Hopetown, the last native builder of these boats. Although I greatly admired the lines and simplicity of sailing the Bahama dinghy, I wanted a larger boat to give livelier performance, extend my sailing range and provide additional room to take my grandchildren sailing. A few years ago, at one of the annual Traditional Small Craft meetings at Mystic Seaport, I met Mike McEvoy, who runs Battenkill Boatworks located in Greenwich, NY. I was impressed with Mike's knowledge of traditional boats and his ability to produce fine, lightweight small craft.

I initiated an ongoing dialog with Mike regarding what I would like in my next small sailboat, which was eventually netted out to three requirements:

1. It must look good in the manner of a traditional boat
2. It must sail well. For many years I raced various one design sailboats and enjoy a boat that has good performance.
3. It must be easy to get on and off a trailer, as I enjoy solo sailing and find trailering a flexible way to use a small boat.

Over a period of many months Mike and I exchanged a number of ideas on possible small sailboat types in the 14 to 16 foot range including dories, sharpies, skiffs, Long Island wherry's, catboats and even a larger Bahama dinghy. Mike apprenticed with Pete Culler and has extensive practical knowledge of various small craft types. During this discovery process, my strong preference for a catboat over other types of sailboats led us to look back to an era when "sandbaggers" were popular. After further discussions, the idea of a modestly sized "sandbagger" around 15' appeared to address my requirements in a most satisfactory manner.

Howard Chapelle noted that the "sandbaggers" design originated with New York Oyster sloops around 1830, and prior to 1850 racing catboats and sloops were being built in Bayonne NJ. "Sandbagger" were defined as racing sloops, or catboats, which used moveable ballast in the form of gravel filled bags piled on the windward deck. The design was pretty standardized with a deep and narrow bow and wide shallow afterbody. There were no restrictions on sail area and four basic racing classes were determined by length: under 20', 20' to 23', 23' to 26' and 26' to 30'. Boats under 20' were often raced as catboats.

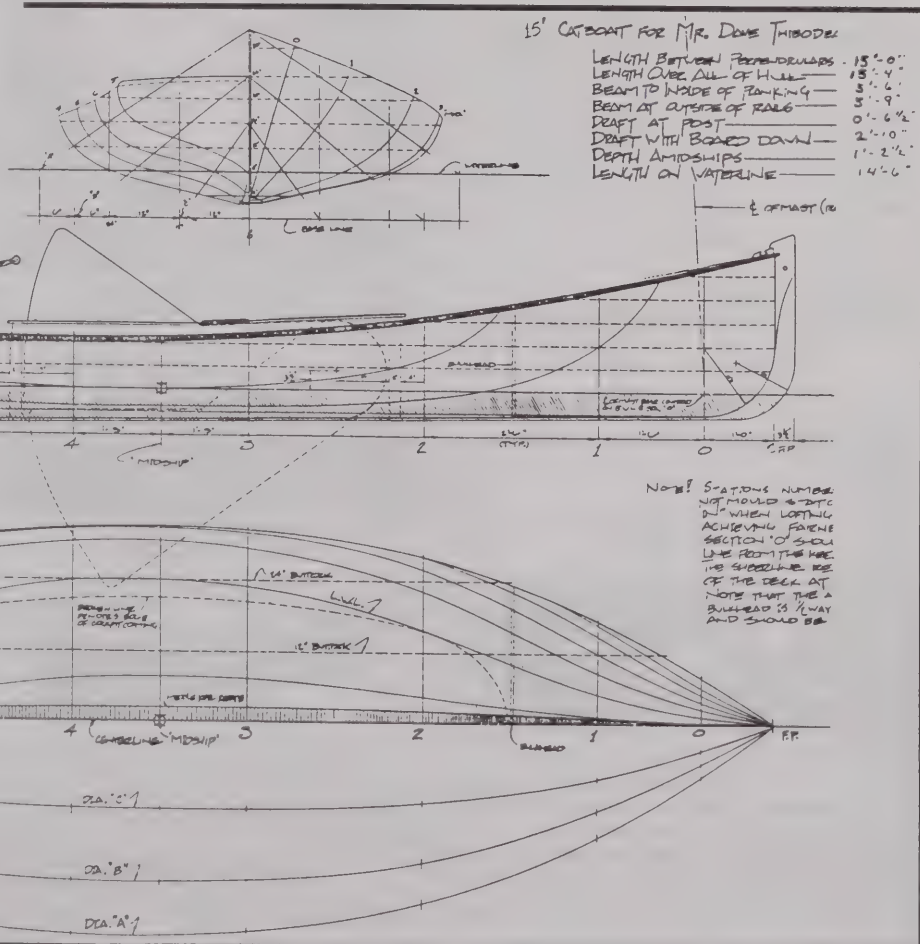
By 1870 "sandbagger" racing was at it's peak of popularity. Newspapers carried stories of the races, excursion steamers allowed spectators to view the races on the water and large sums of money were wagered on the outcome. Fleets of "sandbaggers" also raced in Boston, Philadelphia, New Orleans, Savannah, etc. A British publication notes that by 1870 "sandbaggers" were racing in Brisbane, Australia and continued active there until 1950. Howard Chapelle said that these boats were extraordinarily fast in smooth water and that modern racing dinghies can trace their heritage to the lines of the "sandbaggers" designs. Phil Bolger comments, "This shape can be driven very fast without making a lot of fuss. The sharp bow opens the water smoothly and the shallow stern leaves it without pulling

up a steep wave."

This was a design that would give me very lively performance under the conditions which I do my sailing, namely average or light winds during the summer months. I pick and choose the days I sail, so the problem of handling a big sailing rig in adverse conditions is minimized. I started to dream of a warm summer day with a steady breeze at my back, the boat is on a reach jumping on and off a plane, the centerboard is vibrating like a coin operated bed in a cheap motel, the mainsheet is pulling my arm out of its socket, spray comes straight back hitting my face like hail in a summer storm!!

In thinking about the boat skimming across the waves and the strictly American heritage of the "sandbaggers," I felt the name had to be *American Flyer*, nothing else seemed to fit. The requirement for ease of trailering would be met by taking advantage of modern methods of construction, i.e., 6 mm Occume plywood bonded with WEST epoxy, which resulted in a lightweight, strong hull more suited for living on a trailer than conventional methods of construction. In adhering to a traditional "sandbagger" design and paying close attention to details, the boat is very traditional in appearance and feeling.

Mike and I worked through several sets of preliminary sketches and I eventually commissioned him to build the *American Flyer*. The arrangement worked out was that Mike would build the hull and I would assist him wherever possible, as well as make the spars and do the final finish work. For a period of nine weeks in the summer of 1994 I spent three to four days each week in Greenwich NY at Battenkill Boatworks working with Mike as he built the *American Flyer*. In September 1994 Mike delivered the boat to my home in Marblehead MA, where I completed the finish work and painting. I launched the *American Flyer* in August 1995 and am happy to report the boat has met my requirements. The *American Flyer* is a beautiful, traditional looking sailboat with exciting sailing characteristics.



SOUTH COVE BOAT SHOP

TRADITIONAL WOODEN BOATBUILDING

REPAIRS AND RESTORATIONS

ROB BARKER

615 MOYERS LANE, EASTON, PA 18042

PHONE/FAX (215) 253-9210

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY Rt. 1, Box 1090
(207) 268-4802 Litchfield, ME 04350

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007

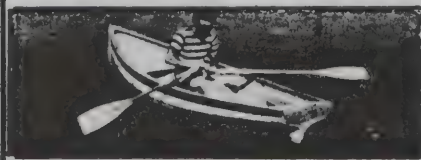
COOPERSTOWN, NY 13326

Woodenboat Restoration/Rigging

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction

Box 146, St. George, ME 04857
(207) 372-8543



10'6"x3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

Builders

CONTINUING THE EVOLUTION OF...
(EVER SINCE 1919)

THE ADIRONDACK GUIDE-BOAT

ELEGANT LITTLE YACHTS
IN WOOD & GLASS
AND ALL THAT GOES WITH THEM



STEVE KAULBACK

Charlotte, VT 05445, (802) 425-3926

O'CONNELL'S CATBOATS

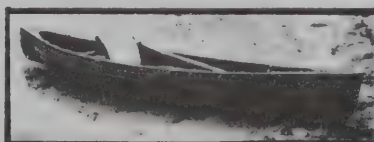


Now offering a 15' cold molded trailerable catboat. Competitively priced with the fiberglass versions, with exquisite woodworking, handcast bronze, and built to the owner's specifications.

O'CONNELL'S WOODEN BOAT SHOP

303 Cannon Street
Chestertown, Maryland 21620
(410) 778-3213 FAX (301) 293-1169

Feather Canoes



We specialize in building, and teaching how to build, a cedar strip version of Rushton's "Wee Lassie" Canoe. This lightweight double paddle canoe is available in two versions. A sample copy of our newsletter and info is free. Full size patterns are \$15.

MAC MC CARTHY

1705 Andrea Pl. Sarasota, FL 34235
(813) 953-7660(H) - (813) 355-6736 (S)

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores:

wooden sail/row boats, motor launches & "woodie" station wagons



416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993



CLUBHOUSE BOATWORKS

217 S. River Clubhouse Rd.
Hanwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs, prams, lapstrakes, and rowing boats. Dinghy repair and restoration, inlays, line splicing, varnishing, woodworking, and model building.

AREY'S POND

Cape Cod's
Sailing Headquarters &
Wooden Boat Center

• Established 1945 •



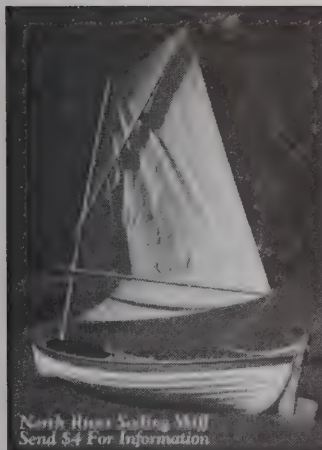
• AREY'S POND CATBOATS •

The Arey's Pond 12', 14' & 16' Catboats

Traditional New England catboats designed for comfort and stability: suitable for family or single-handed day sailing. Arey's Pond Cats are built to the highest standards with fiberglass hull, bronze hardware, Sitka spruce spars, and teak rails, coaming, centerboard box, floorboards and seats. A.P.B.Y. has specialized in custom built catboats since 1972.

ARNO DAY SKIFFS

P.O. Box 222
43 Arey's Lane, off Route 28
South Orleans, MA 02662
(508) 255-0994



Wooden Boats for Sail, Oar & Power

Fine Restoration

NORTH RIVER BOATWORKS



6B Elm Street
Albany, NY 12202
518-434-4414

North River Sailing Mill
Send \$4 For Information

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207)389-1794/737-4143

Designs - Plans

SWAMP YANKEE BOATS

I specialize in building just one boat with today's technologies. A stitch & glue version of Rushton's "Wee Lassie" double paddle canoe. LOA = 11', Beam = 28", Weight = 25lbs. Plans available @ \$15.

Robert W. Sparks

36 Soundview Hts., Branford, CT 06405
(203) 488-5932

OYSTERCATCHER

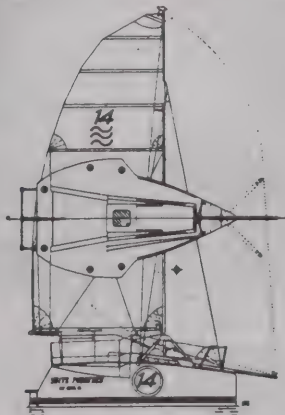
15'6" Flatiron Skiff
for daysailing &
camping. Plans for
home building:
Easy construction



from sheet ply
without jigs or lofting. Roomy & versa-
tile, with various possibilities for sail-
ing rigs. Free study plans.

CONRAD NATZIO, The Old School,
Brundish Rd., Raveningham
Norwich NR14 6QB, United Kingdom
Phone +44 1508 548675

Build an INTERNATIONAL OFFSHORE 14
"SUITE FOURTEEN"



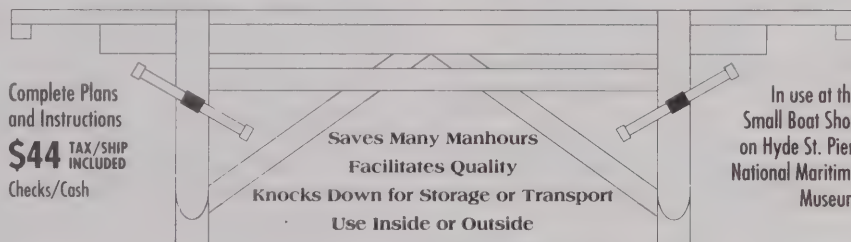
High-performance 14 foot trailerable racer/cruiser. Sail
singlehanded or with a crew of two. Plywood composite
tape construction. Class Association forming. Info and
class rules \$5. Plans \$150 ppd.

NILS ANDERSSON

1269 Broadway Suite 121, El Cajon, CA 92021
(619) 697-9537

PLANKING BENCH, Plan #51

Extremely useful for working long members including keels, keelsons, shoes, skegs, planks, strips, clamps, wales, risers, strakes, carlings, ceilings, coamings, spars, oars, and paddles.



Complete Plans
and Instructions
\$44 TAX/SHIP
INCLUDED
Checks/Cash

Saves Many Manhours
Facilitates Quality
Knocks Down for Storage or Transport
Use Inside or Outside

In use at the
Small Boat Shop
on Hyde St. Pier,
National Maritime
Museum

C.S.Kraft Shipbuilding & Drydock Co.

448 Throckmorton • Mill Valley, CA 94941 • 415-388-5969

PLANS ACCOMMODATE ANY LENGTH BENCH

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

Save Time, Save Money

with the Best Boat Plans Available. . . .

There are lots of boat plans available—but ours are the best value. Many potential builders are turned off when they see what is available from our competitors. It's not that they aren't good plans, but you have to be a professional boatbuilder to use them. Ask these questions before buying a set of boat plans:

Do the plans require lofting? Ours don't. We supply patterns with every set.

Do the sellers know the plans they are selling, or are they *brokers*? We know our plans; we designed them all.

Do they offer help if you have a problem? We do. We answer questions every day by phone and letter.

More people *build* boats from GLEN-L plans, patterns, and kits than from any other source. We take pride in our product, we are not selling our persona, we are selling a product that you can work with, at a price that you can afford.

SEND \$5 TODAY for our 168 page **BOOK of BOAT DESIGNS** with **FREE** boatbuilding supplies catalog.

GLEN-L marine designs 9152 Rosecrans,
Box 1804/AMS, Redwood City, CA 94061-2138
P.O. 310630 6258 FAX 310630 6280

"Swift, stable, seaworthy, strong, simple to build. Sixteen feet of fun and only 47 pounds."

Kayoe. You can build her for \$150! No lofting or jigs. Local materials. Plans and instructions \$25. Mackinac Boatworks, 9600 17 Mile Road, Marshall, MI 49068.

Kayoe. Build your own fun!



Designs by Platt Monfort

- **STUDY PLANS BOOK \$5.95**
Large Scale Lines Drawings
- **INSTRUCTIONAL VIDEO \$19.95**
70 Minutes Of Latest Techniques

Monfort Associates

RR 2 Box 416MA Wiscasset, ME 04578
(207) 882-5504



ROAR 2

14' x 4' x 75lb

Jigless Taped Seam

\$15 Plans - \$1 Info on 16 Boats

JIM MICHALAK

118 E. Randall, Lebanon, IL 62254



ICESTER!



The Icester is a two seat touring iceboat which can be built from three sheets of lauan and one sheet of 3/4" plywood. DN or homemade gear can be used. Spars are from 2X stock.



There is room for a boat heater, and a dashboard for a radio and glovebox. There is space for tools and spare parts up front, and storage behind the seat.



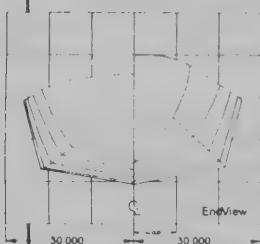
\$35 price includes the blueprints, ten pages of instructions and tips on construction.

Richard SantaColoma

PO Box 168

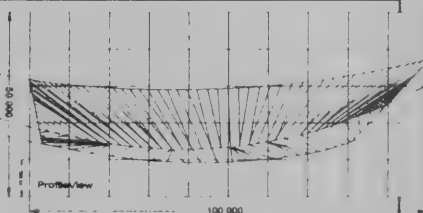
Mahopac Falls, NY 10542

Hard-Chine Boat Design with EasyCAD



BtDzn

- draw hull curves
- rule panel surfaces
- expand flat panels
- project stations, waterlines, x-sections to all views
- output offset tables, hydrostatics, plate angles, 3D
- within CAD for simplicity and for doing further design



BtDzn works within EasyCAD to help you design hulls for sheet materials such as plywood, steel, or aluminum. Create multiple panels then generate 'ruling lines' to define panel surfaces. Test 'developability', then un-spring panels to accurate flat shapes.

BtDzn + EasyCAD..... \$179
BtDzn + introEasyCAD. \$119
BtDzn only..... \$75
(req 286+EGA/PC - incl \$8 S&H)

1 Hall Small Boats
5520 Lockridge Road
Durham NC 27705-8006
919 967-2389 for INFO

THE SIMMONS

Sea-Skiff

**Classics of the North Carolina coast
from the sounds to the Gulf Stream.**

Outstandingly seaworthy, 30 mph with low power, light, simple (flat laps, straight planks) plywood lapstrake construction. Detailed plans and directions; no lofting.

Information packet - \$1



Sea-Skiff 18

- pictured
- 17'1" x 5'7"
- 5" draft
- 20-40 HP
- Plans - \$30 US

Sea-Skiff 20

- twice the size
- 19'4" x 7'6"
- 10" draft
- 50-70 HP
- Plans - \$45 US

Sea-Skiff 22

- 20% bigger than the 20
- 21'6" x 8'3"
- 12" draft
- 70-90 HP
- cabin versions sketched
- Plans - \$45 US



Cape Fear Museum Associates • 814 Market St. • Wilmington, NC 28401 • 910-341-4350

**Plans for Canoes, Seakayaks, and
Historic Decked Canoes.**

Or, Sail your Canoe!

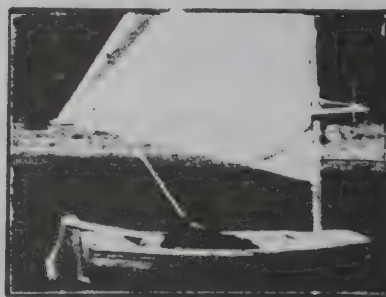
Send \$1 for Info to:

Island Canoe

3556-M West Blakely Ave.
Bainbridge Island, WA 98110



WEE PUNKIN

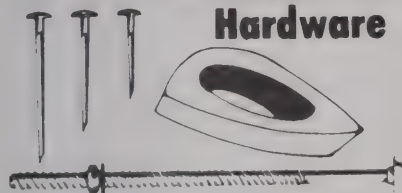


"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624

Wood Canoe Hardware



1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available.

NORTHWOODS CANOE SHOP
336 Range Rd. Atkinson, ME 04426
(207) 564-3667

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



MAINE COAST LUMBER

35 Birch Hill Road
York, ME 03909

SIPO • KHAYA • FIR

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure half-hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8". 11 sizes: 3/4" - 1-3/8".

Send \$2 for sample packet & info.

STRAWBERRY BANKE, INC.

P.O. Box 300 MB, Portsmouth, NH 03802

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

GAMBELL HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Supplies

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

RED/WHITE CEDAR STRIPS

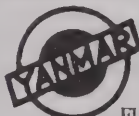


1/4"x3/4" Cove & Bead
Top Quality Clear
8, 10 & 12 Ft. Lengths
Canoe Kits

**the NEWFOUND
WOODWORKS inc.**

(603) 744-6872

RFD #2 Box 850 · Bristol, NH 03222



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731
1 (800) 339-6777

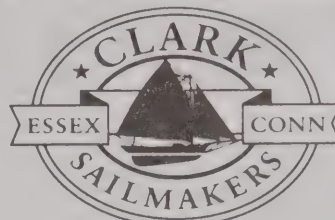
Orr's Island, ME 04066
(207) 833-5852



Traditional Hand Finished Sails
Sail Repair ★ Canvas Work
Wire and Rope Splicing

(410) 639-2646

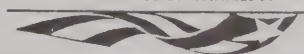
P.O. Box 546 Rock Hall, MD 21661



Traditional, offshore and performance
cruising sails since 1972. Repairs, recuts,
furling systems & conversions. Rigging,
lifelines. Dodgers & biminis. 37 Pratt St.
Essex, Conn. 06426 Tel:(203)767-8278

FLYING COLORS LTD.

THE FLAG SHOP ON THAMES ST



FLAGS • BANNERS • WINDSOCKS

FOR YOUR BOAT • BUSINESS • HOME
OPEN MON-SAT 10-5 (401) 846-0418
468 THAMES ST., NEWPORT, RI 02840

Small Craft Sails

GAFF, GUNTER, LUG, SPRIT, ETC.
AERODYNAMIC DESIGNS IN WHITE,
TANBARK OR EGYPTIAN DACRON

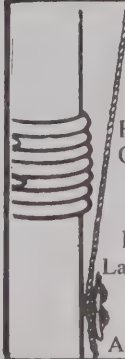


DABBLER SAILS, P.O. Box 235

Rt. 1020, WILCOMO CHURCH, VA 22579

PHONE OR FAX: (804) 580-8723

Mast Hoops



Mast Hoop Fasteners - Sail
Hanks - Parrel Beads - Wood
Cleats - Wood Shell Blocks
Deadeyes - Bullseyes
Custom Bronze Hardware

Pert Lowell Co., Inc.

Lanes End, Newbury, MA 01950
(508) 462-7409

Custom Wooden Boats
Authentic Nautical Furnishings

POLYESTER RESIN

(With Catalyst)

Finest Quality - Always Fresh

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd ● Roving 24 oz. 38" - \$3/yd ● Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



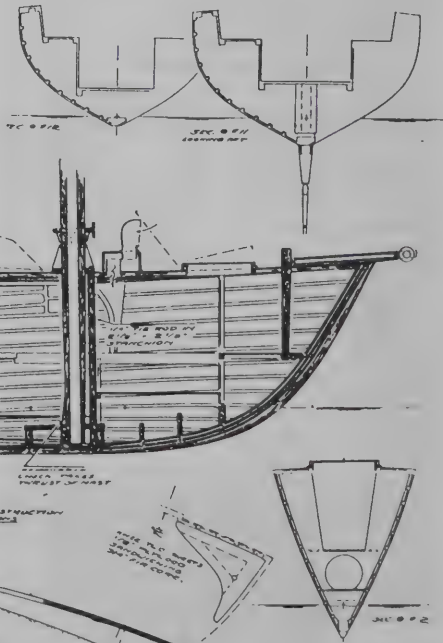
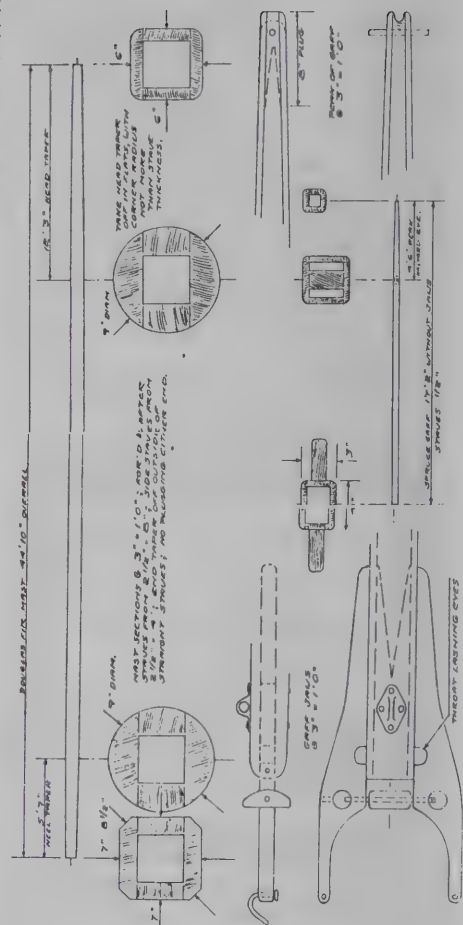
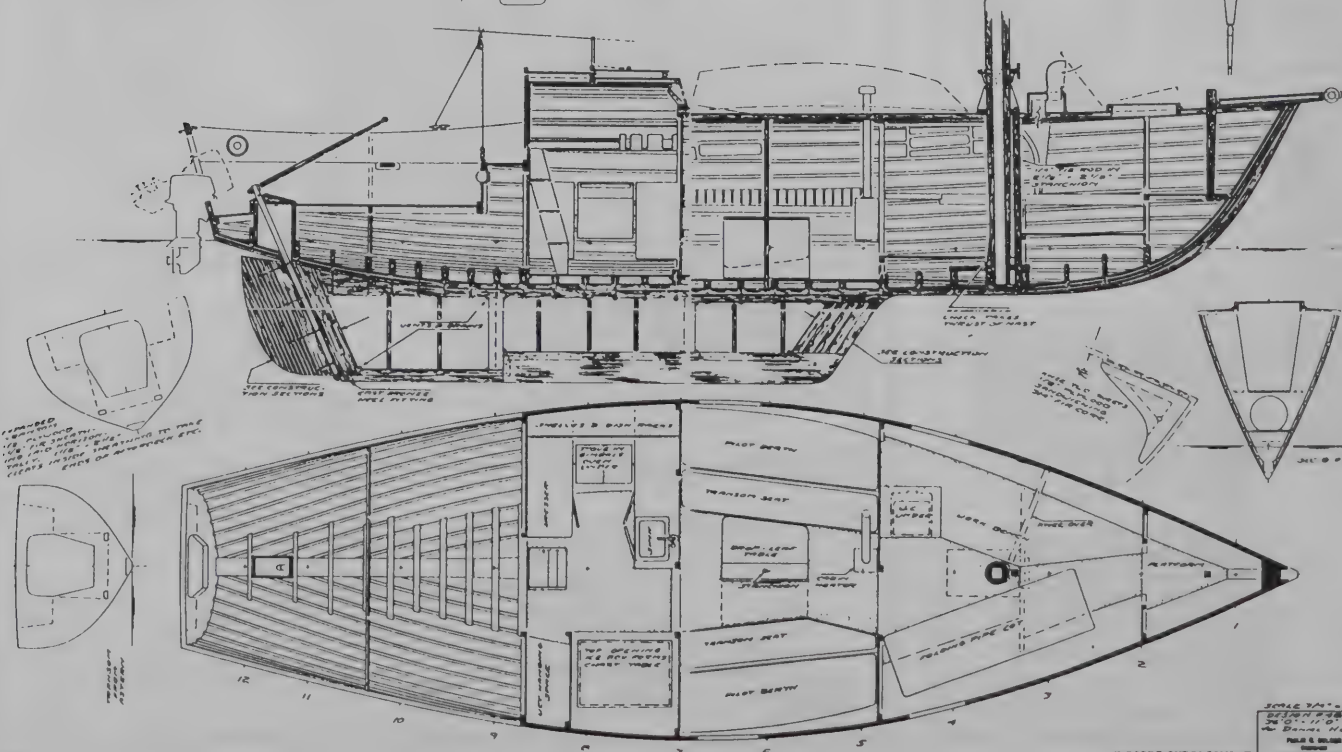
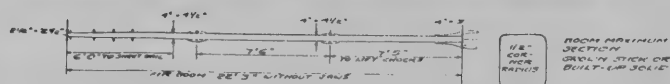
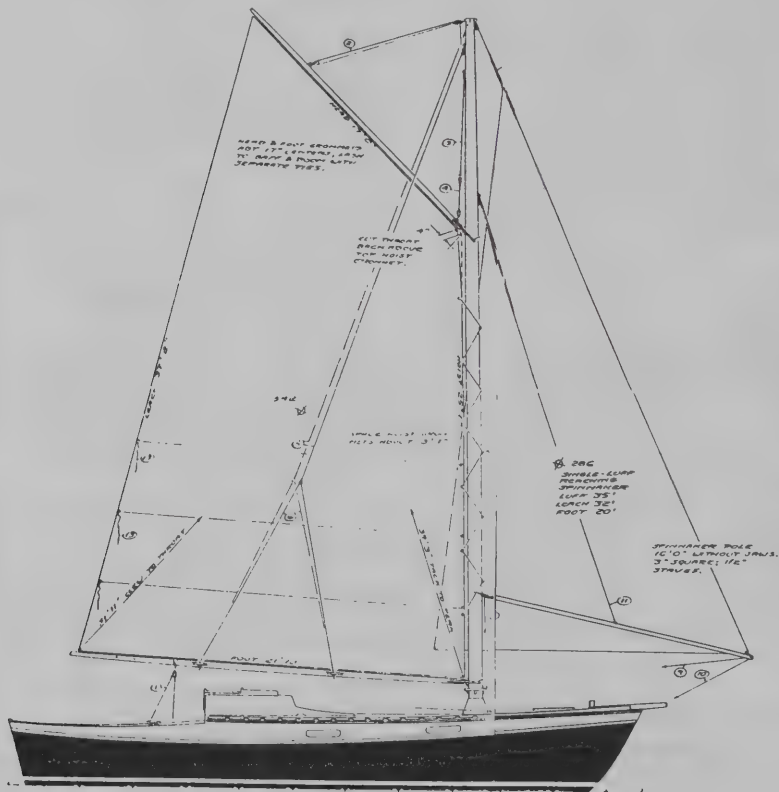
COD

Bolger on Design

36'0" x 11'0" x 4'6"

The California owner wanted the cost-regardless cold-molded hull, but everything else, from the ballast fin to the rig, sim-

plified as far as possible. The hull shape is not very different from some of the offshore racing types, and she was expected to be able to sail with them (not on "corrected time," of course), but without needing sixteen winches or being so breakdown-prone. The long fin with trailing-edge rudder, and the rig with no jib and a flat, single-luff spinnaker, were to minimize crises and exhaustion on long, fast runs such as to Hawaii.



Classified Marketplace

BOATS FOR SALE

Boston Rowing Shell, '88, w/'93 Alden Deltor composite oars. Vy gd cond. Asking \$650.
DAVID KRAMER, Greenwich, CT, (203) 629-8391, lv message. (18)

10' Atkin Rowing Skiff, w/oars. Cedar planked, copper riveted, plywood bottom, inside varnished. New. \$900. **15' Perception Canoe**, Chattanooga model, w/paddles & air bag. \$450.
ED MARTIN, Easton, PA, (610) 253-9210. (18)

Precision Sailboats, now on display the all new 15' & 16-1/2' self righting keel models.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (18)

ComPac Sailboats, now on display the Classic 16 now w/addd CB, & the lively new Raven.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (18)

9' Achilles Inflatable, professionally restored '94 but not used enough. Takes max 6hp OB, max wgt cap 550lbs, new pump, nds oars. \$465. **8' Dink**, not used last 2 yrs. Takes 2hp, tot wgt cap 455lbs, nds oars. \$450.
FRED WELLS, Ipswich, MA, (508) 356-2504. (18)

16' Alden Ocean Shell, single, exc cond, w/oars. \$1,000.
FRED WELLS, Ipswich, MA, (508) 356-2504. (18)

15' Gloucester Gull Dory, \$800. **12' Fred Shell Swifty Day Sailer**, \$900. **14' Sprite Sliding Seat Boat**, \$1,700. **14' Easy Beauty Wineglass Wherry**, \$1,700. Will custom bld Sprite or Wherry for \$2,400. **FG Canoe**, \$300. All lk new. Must sell a couple so I can bld more.
DAVID RAY, Petaluma, CA, (707) 769-1997. (18)

Bolger Oldshoe, *Passing Wind* as seen @ '95 St. Michaels Festival & on pg 15 of Nov 1, '95 issue. Blt '91 by Ray Schaeffer, Brooklyn, NY, w/well cut set tanbark sails. \$1,400 firm incl fitted '94 Load Rite trlr, \$850 boat only. Possible interest in trade for Bolger Zephyr, Pirate Racer or Jinny.
NED ASPLUNDH, Feasterville, PA, (215) 357-8525 aft 7pm, e-mail to BreezinUp@aol.com. (18)

Custom Built Rowboats, 10' round bottom.
JOHN DAVIES, Penobscot, ME, (207) 326-8704. (18P)

20' Nimble Cruising CB Yawl, '88, 7.5hp Honda, trlr, 4 tanbark sails, VHF, extra equipment, lovingly maintained. \$9,800.
JOHN HUEGEL, 19 Grapevine Ave., Lexington, MA 02173, (617) 863-0729. (18P)

Sea Pearl 21, '90, black, water ballast, teak rails, oars, canvas cabin, motor bracket, new cover galv trlr. \$5,900.
C.B. OLIVER, Newfields, NH, (603) 772-2010 machine. (19)

'82 Concordia Beetle, w/sail, '93 trlr. Harken & orig bronze fittings. New deck canvas '94 & specially re-inforced mast step. Race & cruise ready for 75th Beetles' season. Asking \$5,000 OBO.
JOE TAMSKY, 241 Sisson Rd., Harwich, MA 02645, (508) 432-6716. (19)

31' Pacemaker Sportfisher, '66. Mahogany/oak. Draft 2.5', beam 10', cockpit 11' long, freeboard 3' 5-T. Exc cruising, fishing, diving boat. Haul aboard/tow your small craft. 260hp Chrys FWC V8 new '83. Approx value 10k. Apply your boat to price, seeking smaller boat w/cuddy. Sail preferred w/trlr if poss. Aux not needed. Trade even if in as gd cond & lg enough for cruising.
ED CASS, 122 Stacy, Eliot, ME 03903, (207) 748-0929. (19)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.

San Francisco Pelican, nds refinishing, new coamings rubrails. Old but useable sails. \$380. **Wm. Jackson Sea Skiff** design, 13'9"x 5'. Never had sailing setup but have plan, marine ply. Nds refinishing. Nice utility, classy. \$200. **GP14 Sailboat**, mahog ply. \$350. **Power Garvey Hull**, commercial grade aluminum, 18.5'x 6.8', no interior. Vy solid, 600+lbs. Minimally nds floorboards. W/ 25hp extra-long shaft pusher OB. \$950. W/partially setup lg trlr. \$1,250.
BOB CAVENAUGH Carlisle, PA, (717) 249-6105. (19)

16' Old Town Sailing Canoe, w/outrigger rowing station, Shaw & Tenny oars, sideboards, mast & sail, center seat. Restored 3 yrs ago. Burgundy color. \$1,000 OBO.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (19)

Lightning, hull #10817, blt by Newpprt Boats '65. FG w/mahogany/teak trim. Compl rebuild/repaint summer '95. Great record w/former (1st) owner. Races competitively & cruises comfortably. Selling for money for grad school. \$2,500. **16' Double Paddle Canoe**, Peter Bruce design, frame blt '85, tuned up '94. Dyson baidarka fabric & sealant incl but not on boat. 20-30 hrs work. \$700 all finish materials incl (fabric, sealant, mahogany trim, coaming).
DAVE GOSSE, VA, (703) 242-3593, email dave.gosse@rotor.com. Work (703) 683-4646. (19)

We-No-Nah Egret Tandem Canoe, 14'3" Tuf-weave, white w/ash gunwales & seats. \$600. **12' Cedar Strip Solo Canoe**, mahogany gunwales, walnut burl decks, 35lbs. \$550.
LUKE KEEFNER, Clifton Park, NY, (518) 664-2563 eves, (518) 371-0647 days. (19)

18' Lyman Lapstrake, original Greymarine engine. Extensive recent work, gd cond. Asking \$3,200 w/ trlr.
GEORGE HAECKER, Omaha, NE, (402) 558-6479 home. (19)

22' Americat FG Catboat, designed by Sweisguth, blt by Benedict in '71. 1 season use on new sail & upper head overhaul on 10hp Westerbeke diesel. Full hdrm @ galley & enclosed head. Slps 4 in cabin. Cabin htng stove, galley sea swing stove & all usual cruising amenities & equipment. VHF radio, depth sounder & knotmeter. Fast & seaworthy boat rigged for comfortable coastal cruising. Asking \$20,000 (no reasonable offer refused).
FRED WALES, Manchester, MA, (508) 526-7396. (19)

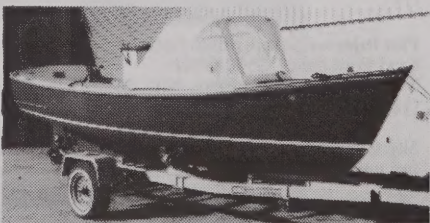
'56 Lee Craft 15', never been in water. In dry storage since new. Most orig Canadian plywood hull boat to be found. Steering & bow handle mounted but never finished rigged out. Foredeck nds revarnish. \$1,800. **4 Molded Plywood Ltd. Hulls**, w/transoms & vy rare compound curved dashes, just as delivered from Halifax NS factory in '56. In dry storage since. \$650 for hull, transom & dash. Full size patterns for rest of assemblies available for \$125. **'62 Chris Craft Sea Skiff O/B 18'**, vy rare. All orig, no rot, nds refinishing. On trlr w/twin 40hp Evinrude Larks. Grt find, only \$1,400. **'59 Glasspar Runabout 15'**, '57 35hp Evinrude Lark, '82 float on trlr. Motor rblt, boat refinished. Depthfinder, CB, too many accessories to list. Turnkey. \$1,200. **'67 Y Flyer Sailing Scow 19'**, on trlr. Stripped for refinish, deck nds prime, paint & reassembly. All orig hrdwre. No rot, extra sails. Fast, fun boat. \$600. Major surgery & illness forces sale.
ROBERT SCHOFIELD, P.O. Box 352, Oak Hill, FL 32759-0352, (904) 345-1215. (19)

'95 Folbot Aleut, folding kayak, used twice. New \$1,250, sell \$750. Ally Pak canoe, folds into 1 lg bag. New \$2,500, sell \$750.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (19)

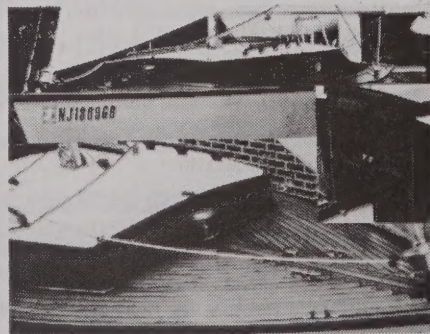
Beetle Cat, '60, gd cond, new canvas deck. Successfully raced on Chesapeake. \$2,000.
Windhorse, Rockport, ME, (207) 236-7048. (19)

E.M. White 18' Guide Canoe, exc cond, recently restored by Rollin Thurlow. \$1,500. **Cedar Strip Canoe**, modified Hazen "Abnaki" design, exc cond, blt by Dave Foster. \$1,200.
BILL GERBER, 16 Princess Ave., N. Chelmsford, MA 01863. (19)

'81 Dovekie, well-equipped. Will consider Crawford Melonseed, 2 person fixed seat rowboat, aluminum OB skiff or other interesting trade. \$5,900 OBO.
DAN KNOEDLER, Sheboygan, WI, (414) 459-7035 eves or wknds. (19)



Harbor Launch, traditional 18-1/2' Steward "Barbara" inbd launch meticulously blt, mahogany/white oak in '90 by Landing Boat Shop. '92 Universal diesel, traditional wheel steering, canvas dodger. Seaworthy eye-catcher in exc cond. \$10,000.
PETER MURRAY, Portland, ME, (207) 772-3811. (19)



18' Custom Daysailer, mahogany & brass, aluminum spars, roller furl jib, 7' beam. Newly refinished, ready to sail. W/trlr. \$9,500. Photos on request.
JOHN PEROTTI, P.O. Box 315, Landisville, NJ 08326, (609) 327-6767. (19)

BOATS WANTED

Truscott or Lozier Launch, any cond. Also interested in parts, catalogs, related info.
ANDREW MENKART, (609) 428-7357. (18)

Raven Sailboat, wood or FG, any cond.
DOUG GRAY, 1538 Hollywood Dr., Lancaster, PA 17601, (717) 299-1176. (18)

18'-22' Sharpie, Black Skimmer or Norwalk Island, wood or FG.
GEORGE HAECKER, Omaha, NE, (402) 558-6479. (19)

Tinker Inflatable, 12' sailing dinghy/rescue craft.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (19)

Grumman Sportboat, will trade 17' Grumman square stern canoe w/optional Grumman rowing seat. NY reservoir I plan to be on requires min 42' beam, max 16' length.
STEVEN ROSSI, W. Bloomfield, MI, (201) 573-2270 days, (810) 682-7259 eves & wknds. (19)

SALES & RIGGING WANTED

Jib, Mainsail, marconi rig approx 80sf for 16' FG peapod.
ROBERT NIELSEN, Sandpoint, ID, (208) 263-0416. (18)

GEAR FOR SALE

CAHVG Western Red Cedar, exceptional lot, 4/4 rough, widths to 20", lengths to 20'. 1,966bf available. \$ negotiable to serious buyer. **Eastern Spruce**, clear 6/4 for paddles, oars & spars. Send SASE for detailed list.
NATE CAREY, P.O. Box 27, Grantham, NH 03753, (603) 863-2915. (18)

'74 Johnson OB, 4hp short shaft, gd cond. \$200/OBO.
JON ABORN, Buzzards Bay, MA, (508) 759-9786. (18)

Fiat Injector Pump, Bosch licensed, w/low hrs, for 6 cyl Ford diesel. \$500/OBO.
TONY TOPOLSKI, Eden, MD, (410) 546-1542. (18)

3hp Evinrude Yachtwin, Model 3632E, w/folding lwr unit for compact storage. 50hrs running time. \$650.
TOM SLEEPER, Edgemere Rd., Marblehead, MA 01945, (617) 631-1855. (18)

12# Folding Anchor, wht vinyl covered, w/7' of 5/16" chain, 85' of 1/2" 3-strand nylon line. Never used. \$90/OBO plus shipping (approx 25lbs). **Airguide Compass**, 3-1/4" beveled black card, bulkhead mnt. \$35/OBO plus shipping (approx 3lbs).
DON REINSFELDER, 272 Ridge Tr. Dr., Chesterfield, MO 63017, (314) 434-3520. (18)

Sliding Rowing Seat, w/outriggers, drop-in unit. Bt from *Popular Science* plans which are incl. \$25. **Spoon Blade Oars**, antique, spruce, 7-1/2'. \$50.
JERRY BAKKE, 1872 Walnut St., Muskegon, MI 49441, (616) 755-7528. (18)

'93 Neptune Mighty Mite OB, new 2hp in box. Steal at \$225. Will ship east coast UPs for \$25. **'26 Elto Rudder Twin OB**, 4hp, highly polished, runs sweet. Show winning cond. Grt for display or run on vintage boat. \$600.
ROBERT SCHOFIELD, P.O. Box 352, Oak Hill, FL 32759-0352, (904) 345-1215. (19)

3QM30H Yanmar Marine Engine, extra parts. On running stand. \$2,400.
GEOFFREY RICHON, Gloucester, MA, (508) 283-6063, (508) 283-4736. (19)

Wood, oak, 4 each planks 2"x 10"x 12'-14'. Ash, 2 planks 1"x 8"x 12', new. Offer or trade for small boat.

MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (19)

Anchor, 12# folding, white vinyl covered, 7' galv 5/16" chain, 85' 1/2" 3-strand nylon line, never used. \$90 (plus shipping approx 25#). **Compass**, 3-1/4" beveled black card, Airguide bulkhead type, \$35 plus shipping approx. 3#).

D. REINSFELDER, 272 Ridge Tr., Chesterfield, MO 63017, (314) 434-3520. (19)

THE ALMIGHTY HIMSELF ENTRUSTED THE FUTURE OF ALL LIVING CREATURES TO...



A WOODEN BOAT

T-SHIRTS, as seen at Mid-Atlantic Small Craft Festival. Hwyght 100% cotton, natural color w/ dark green print. Short sleeve, M,L,XL. \$12. Shipping \$3.50.

FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (20P)



AHOY OPEN WATER ROWERS! New for 1995 - The ROW HARD No Excuses T-shirt. 100% heavy weight grey cotton T-shirt. Sizes: M, L, XL & XXL. \$16 ea, \$3.75 (S/H) Add \$2 for XXL size. ORDER TOLL FREE 1.800.985.4421, FAX 1.207.985.7633 Visa, MC & American Express.
WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043. (TFP)

There is nothing— absolutely nothing—

half so much worth doing



as simply messing about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

British Seagull Parts & Service. Many in-stock items are discounted. Please send FULL Serial Number/letter code from R/H side of crankcase when ordering.

ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880; Fax (905) 676-8878. (TFP)

GEAR WANTED

6-8hp OB Motor, short shaft, any repairable cond. Reasonably priced.
JON ABORN, Buzzards Bay, MA, (508) 759-9786. (18)

Transportation, for small marine engine & some parts from IN to PA or NJ. Payment negotiable.
ANDREW MENKART, (609) 428-7357. (18)

Windshield, for '58 Wolverine OB runabout. Stand alone type, 5' beam. Anyone with info call collect.
JIM MINCHEN, Wrightsville Beach, NC, (910) 799-5003 days, (910) 256-3604 eves. (18)

Water Pump Impeller & Housing, for '58 West Bend Model 880 8hp.
ROBERT SCHOFIELD, P.O. Box 352, Oak Hill, FL 32759-0352, (904) 345-1215. (19)

BOOKS & PLANS FOR SALE

Boating Magazines, 16 *Boat Builder*, 12 *WoodenBoat*, 90 *Messing About in Boats*, 6 *Science & Mechanics Boatbuilders' Handbooks*, '61-'62. \$50.
JOE TRAVIS, 970 N Allen Chapel Rd., Kendallville, IN 46755. (18)

WoodenBoat, #1 to #113, missing #25-#75, #101-#102, plus some extra issues. \$300 plus shipping. Trade for small OB motor, model boat kits, model boat books and mags.
BILL SHAUGHNESSY, 224 Henderson Ln., Talladega, AL 35160, (205) 268-0276 aft 6pm central time. (19)

Videotape & Plans, for baidarka skin boat. Offer.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (19)

WoodenBoat, magazine collection compl from issue #7 except for: #8-#12, #14, #29, #31. Stops at #125. 111 total, approx 85lbs. \$300. **Small Boat Journal**, magazine collection compl from pilot issue thru #76 except #48 & #74. 75 total '75-'91, approx 35lbs. \$200. **Mariner's Catalogs**, mid-'70's precursor to *WoodenBoat* & *Small Boat Journal*. Issues #1, #5, #7. \$5 ea. **Nautical Quarterly**, issues #20, #23, #25-#28, #33 & #36. \$4.50 ea.
BOB CAVENAUGH, Carlisle, PA, (717) 249-6105. (19)

Birchbark Canoe Building Course, summer '96, Lake Superior, WI. \$750 incl lodging.
GIDMARK, Dept. U, Box 26, Maniwaki, QU J9E 3B3, Canada. (19P)

"Sleeper", 7' 10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (1P)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50, incl S&H.
D.R. GETCHELL, RR 1 Box 3355, Appleton, ME 04862. (TF)

Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 post-paid. NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

Out Your Backdoor #7. The boatiest bunch of biking, archery & other adventure stories you'll ever read. No boat story per se this issue but plenty of wild boat vibe. 48 stunning pages. Legible layout. "I just discovered OYB. Where have I been? Living in cave? \$8 for 4/issue sub. OYB, 4686 Meridian Rd., Williamston, MI 48895. (TF)

Plans, range of beautiful canoes/kayaks in ply/epoxy. Send \$2 bills only. PHIL GREEN DESIGNS, 2 Keep Cottages, Berry Pomeroy, Totnes, Devon. TQ9 6LH. England. (TFP)

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information. TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)



Kayak, Canoe & Skiff Plans, full line of Blandford plans. \$2 for list of 19 plans. JOE D. COX, RR1 Box 360, Farmland, IN 47340. (TFP)

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip bld or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle,** 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

BOOKS & PLANS WANTED

Different Boats, by Phil Bolger. GUY ZATTAN, 3511 Dakota St., Eureka, CA 95503, (707) 442-1417. (18)

Canoeing, American Red Cross '56, not the later edition. Dollar payment. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (21P)

Polytarp Sail Manual, or instructions on how to make. MICHAEL SCHODOWSKY, 1318 Beach Ave., Lakewood, OH 44107. (19)

**This
is the
book
that
started
it all.**

**You have known us as
the C/Flex® People, but our
expertise in custom one-off
construction goes far beyond...**

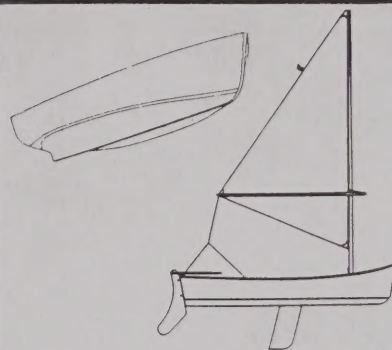
**All the supplies and knowledge you need in one stop.
Kit boat suppliers rely on us. Shouldn't you do the same?**

1-800-358-1666

Fax: 504-738-6014

Corporate office: Harahan, LA 70123

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

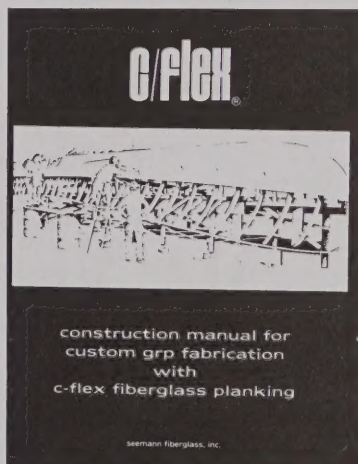
**Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing**

Two Rowing Stations

Row & Sail Models

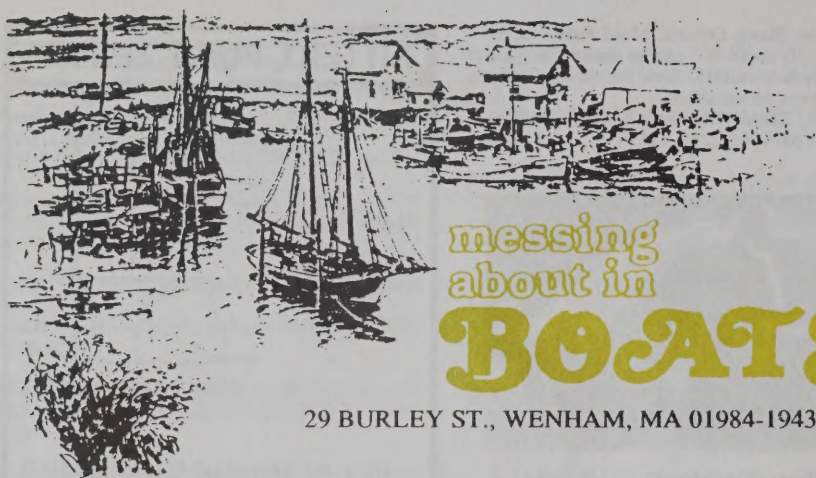
BAY of MAINE BOATS

**Gooch's Beach P.O. Box 631
Kennebunkport, ME 004046
(207) 967-4461**



- C/Flex® Sheathing (Patented)
- C/Flex® New Construction
- Dura Kore® Planking
- PVC Foam Construction

seemann fiberglass, inc.



messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984-1943

BULK RATE
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

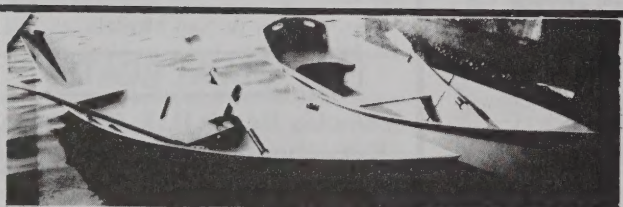
POSTMASTER: ADDRESS CORRECTION REQUESTED

To:

XIII-18

*****5-DIGIT 01970
S1 P5

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM MA 01970



IF YOU ENJOY rowing around, exploring, and maybe a little fishing, you should own a boat built just for that. You should Have a boat you can be proud to own without spending a fortune. Kristjanson Boatworks has just the boat for you. Several models are available priced under \$1,000. Custom boats, kits and plans are also available.

KRISTJANSON BOATWORKS

(206) 323-0314

123 E. Edgar St., Seattle, WA 98102

MAINE BOATBUILDERS SHOW



March 22, 23, 24, 1996

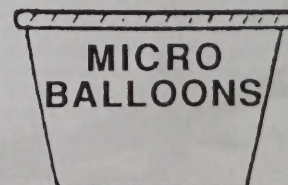
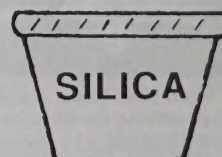
58 FORE STREET • PORTLAND, MAINE 04101

HOURS: 10-6 FRIDAY & SATURDAY, 10-4 SUNDAY

Come and see the finest wood and fiberglass in the Northeast! Come meet the builders. Sail, power, canoes, kayaks, and skiffs will all be displayed.

Hosted by **PORTLAND YACHT SERVICES**

• 207-774-1067 •



DISCOUNT EPOXY RESINS & FILLERS. Tired of paying high prices for big name epoxies? We buy in bulk from a major chemical corporation preformulated low-viscosity epoxy resins and hardeners that are excellent for boatbuilding and fiberglassing. Just \$89 for 3 gallons and cheaper for larger quantities. We also have the best prices on fiberglass cloth. Send \$5 for an epoxy sample kit, product description and a detailed information package on how to use epoxy.
RAKA Cruising, Inc., 5098 Conklin Dr., Delray Beach, FL 33484. For information call (407) 496-7051 after 6pm, 7 days a week.